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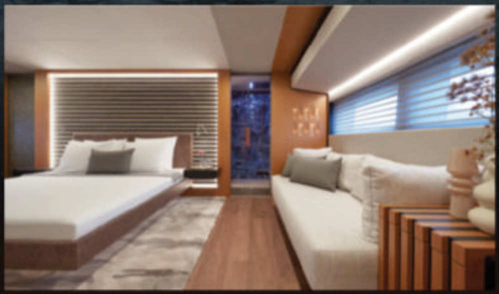

The Van der Valk custom promise is being taken to new heights on the beautiful Blue Jeans. Bespoke innovations on this 34-metre raised pilothouse include high ceilings, dive-board balconies in the main deck lounge, glass bulwarks for enhanced views, a recessed chill-out zone in the forepeak and much more besides. Both the exterior and the interior design are coming from the boards of Guido de Groot Design.

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12.3M CATAMARAN TENDER FOR 68M NEBULA
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WAJER 77

WAJER

Here comes the sun

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Kit up for sunny days with these stylish accoutrements

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Mangusta's new planing flagship has a few surprises in store

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ON THE COVER: 50-metre Mangusta 165 REV, photographed by Alessandro Guerrieri

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In this issue

N1 – p76

↕ 9.2m

499GT

34 knots

Overmarine Group; Lobanov Design

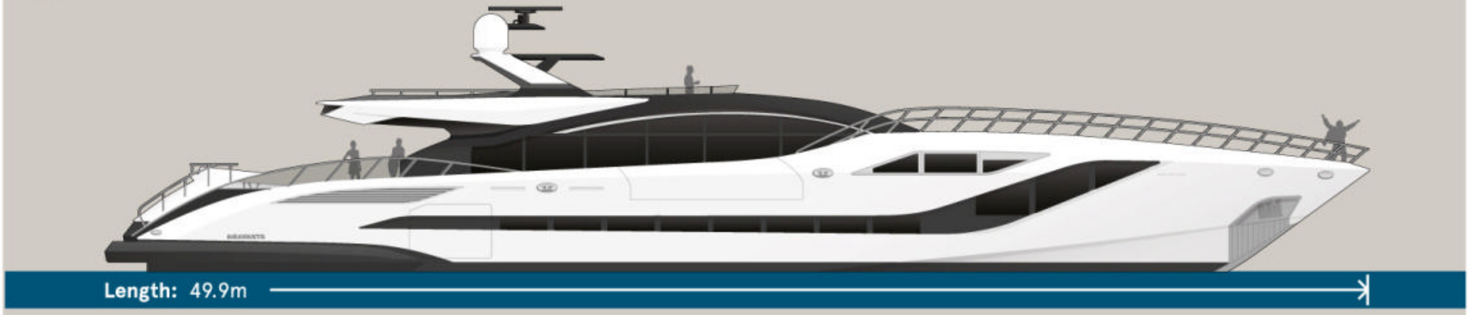
4 x MTU 16V 2000 M96L

●●●●●●●●●●
●●
○○○○○○○○○○

Composite hull and superstructure

2022 Italy

Mangusta



Custom Line 140 – p104

↕ 8.54m

398GT

21.7 knots

Ferretti Group; Francesco Paszkowski Design,
in collaboration with Margherita Casprini

2 x MTU 16V 2000 M96L

●●●●●●●●●●
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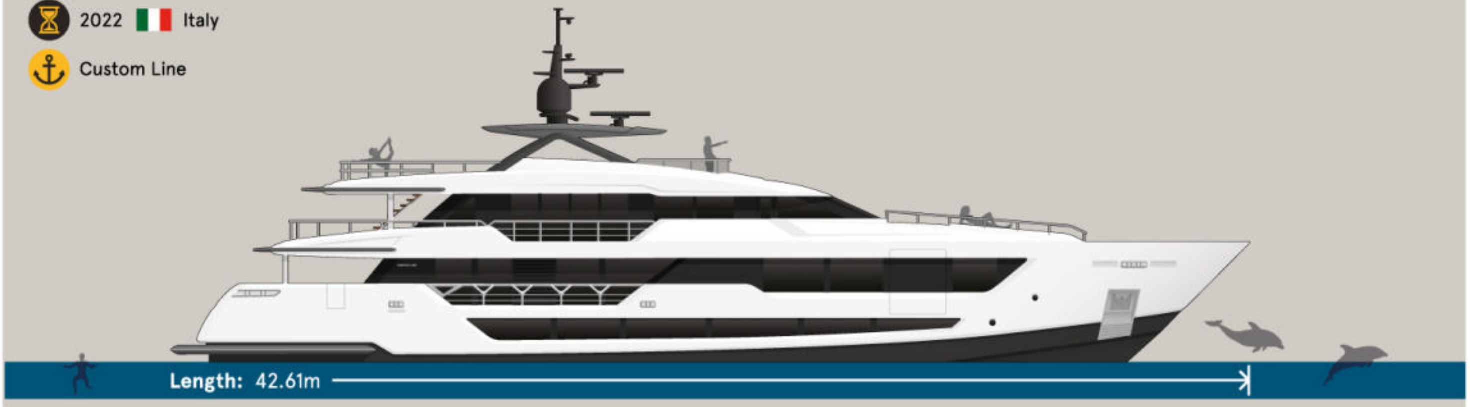
Composite hull and superstructure

2022 Italy

Custom Line



Edge – p130

↕ 6.46m

123GT

19 knots

Van Oossanen Naval Architects; RED

2 x 16-800 MAN

●●●●●●●●●
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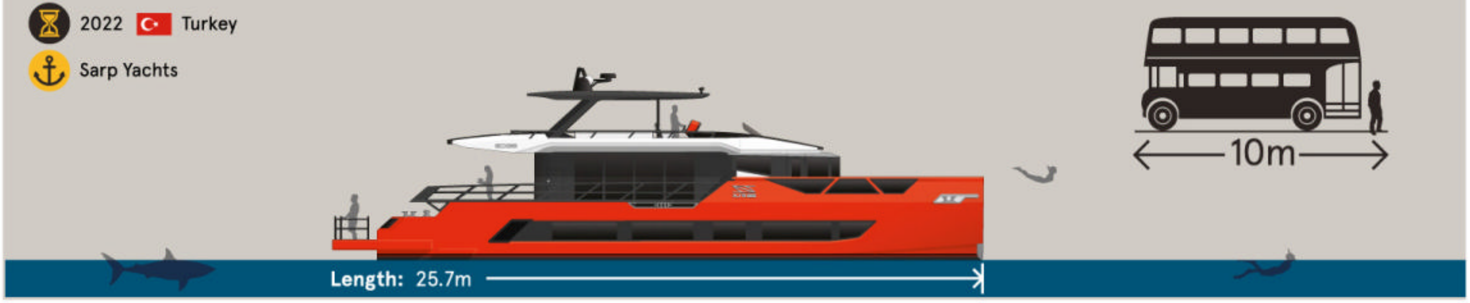
Composite hull; carbon-fibre superstructure

2022 Turkey

Sarp Yachts



↕ Beam Displacement Gross tonnage Max speed Engines Construction Shipyard Launched Designer ● Guests ○ Crew

Illustration **Peter Glahn**

RJ 130

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of new era of Explorer
Yacht

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BOAT International (ISSN: 0264-9136) is published monthly by Boat International Media Ltd. Subscriptions: Boat International Subscriptions, 10 Furnival Street, London, EC4A 1AB, tel: +44 (0)20 8955 7077 (UK opening times Mon-Fri, 9am-5pm), shop.boatinternational.com/subscribe. Distribution: Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT, tel: +44 (0)20 7429 4000. *BOAT International* (ISSN No: 0264-9136, USPS No: 006-725) is published monthly by Boat International Media Ltd GBR and distributed in the USA by Asendia USA, 17B S Middles Ave, Monroe, NJ 08831. Periodicals postage paid at New Brunswick, NJ, and additional mailing offices. POSTMASTER: send address changes to Boat International, 701C Ashland Ave, Folcroft PA 19032

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1963 CRN 2023

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“I seemed to vow to myself that some day I would go to the region of ice and snow and go on and on till I came to one of the poles of the earth, the end of the axis upon which this great round ball turns.”

Ernest Shackleton

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I recall whisperings a few Monaco Yacht Shows ago about the so-called national flagship. Everyone was incredibly tight-lipped about the project, as to take part they'd had to sign the Official Secrets Act. NDAs might be about as much use as saying "cross my heart and hope to die" in the superyacht business, but this was next level. The 21st century version of the Tower awaited for anyone breathing a word about the brief issued by the Ministry of Defence. Naturally, this irritated me immensely. I really hate not knowing things. Frankly, I was amazed the scheme was even going ahead. For all his, let's say, foibles, only Boris Johnson could have pulled it off. No one else would have the brass balls to push through a £250 million national yacht project that the press would immediately hang the "royal" robes on. It was red meat for the Home Counties, I figured, just populist noise. How wrong I was. As Kate Lardy started researching her fantastic story (*see page 92*), we learned how seriously it was being taken. Speaking to the designers involved has revealed a tendering process more rigorous and thorough than any superyacht project, with the four final teams involved ploughing hundreds of hours into their designs, layouts, specs and mission profiles. These four projects are, to borrow a Johnsonism, "oven-ready", but they'll have to stay in their boxes for now. Boris was ousted, Liz couldn't outlast a lettuce and Rishi's got other priorities – the very last of which, I'm sure, is breathing new life into project so associated with his bedheaded predecessor. If there is a silver lining, it's that the scrapping of the national flagship means we can now talk about it. But it's definitely bittersweet. I've belatedly come round to the whole idea and would love to see one of these projects out there representing us to the world.

Stewart Campbell.

PHOTOGRAPHY: TIM BARKER. CARBON DINING CHAIR BY GOSLING MARINE. TGOSLING.COM

Eddie Jordan

Eddie is a businessman, television personality and former Formula One team boss. He is also a regular contributor to *BOAT International* with his Lippy from the Liffey column (*page 74*).

Your favourite celeb encounter?
I was sailing around the world in 2013, and when I arrived in Cape Town I heard that Nelson Mandela had just died. The Yacht Club asked us to lay a wreath at the way point between Robben Island and the club as a mark of respect. The night before I met Prince Albert of Monaco and Princess Charlene, along with Mike Rutherford from Genesis and Roger Taylor from Queen, so I asked them all to come along. It was a hugely emotional moment that I will never forget

Your scariest moment at sea?
It was in Greece. We went to bed on a magnificent anchorage in a calm sea, only to wake up at 2am in a violent storm. The tender was on the rocks, and we nearly were too. Had our chain not got caught up in a fishing boat's anchor we would definitely have lost the boat. But we managed to fire up the engine just in time and get away

Anything left on your bucket list?
I'm nearly 75, so my list items have either been achieved, disregarded or failed. But I would love to be in Paris this October to see Ireland lift the Rugby World Cup. That would indeed be the crowning glory of my bucket list

Alessandro Guerrieri

Alessandro is the founder of Italy-based Guerrieri Visual, a video production company that caters to Italian shipyards. For this issue, he captures our cover boat, the Mangusta 165 REV (*page 76*).

How did this shoot go?
It was exciting. I have collaborated with Mangusta since 2013, and each new project presents new challenges. This time it was to complete the entire photo shoot and direct a film to our usual high standards in a single day, despite the considerable size of the vessel

The most unusual location you have ever done a shoot?
One shoot in Ibiza required us to manoeuvre a yacht into a cave, which was a unique situation for everyone involved

If you could photograph anything in the world, what would it be?
My dream has always been to shoot a yacht like this one in the Mediterranean, with the perfect beauty of the sea in every shot. Harmonising the yacht with its surroundings is a challenge I relish. I'm fortunate to be living my dream every day

What would your ultimate charter involve?
A Mangusta Oceano in the Maldives would be the ideal charter for me. I would eat when I am hungry, sleep when I am tired and jump in the water when it gets hot. Perfect!

Olivia Michel

Formerly a writer at *BOAT*, Olivia is now a freelance journalist based on the Malaysian island of Penang. She continues to write for the yachting and luxury industry, with her work featured in *Yachting World*, *Suitcase* and *Yacht Style* magazines. For this issue, she discovers the most compelling natural phenomena to be seen from a superyacht (*page 122*).

The most remarkable natural wonder you've ever witnessed?
Seeing the Northern Lights while in the Finnish Arctic was mesmerising. Watching the green and purple colours in the snowy wilderness, I almost forgot how cold I was!

And the one you would most love to witness?
The glow of bioluminescent plankton on a clear night. An owner who had cruised in the South Pacific once described seeing the phenomenon from on board as akin to sailing through a galaxy – I'd love to experience that

Your earliest sailing memory?
My first and fondest experience on a superyacht was sailing around Sardinia on board 37.5-metre *Escapade* in the summer of 2017

Describe your dream charter
My dream would be to cruise through the Northwest Passage on an explorer yacht, stopping in Canada or Greenland for some heli-skiing, and hopefully spotting a narwhal or two on the way!

Cecile Gauert

Cecile is a long-time yachting journalist and the editor of *BOAT International*'s US Edition. For this issue, she takes us inside the Mangusta 165 REV (*page 76*).

Your favourite thing about the Mangusta 165?
It's like a magic trick; you can't tell what is going on inside by looking at it from a profile view. My jaw dropped when I reached the owner's cabin, and I wasn't alone

Where would you most love to take the boat?
To the spot between the Lérins Islands off Cannes where Exumas-blue water inspired Jason deCaires Taylor to create one of his amazing underwater sculpture gardens. It seems like the perfect playground to enjoy from a Mangusta

Your earliest sailing memory?
I was seven or eight. We holidayed near a lake and my parents booked a sailing lesson for me. I stayed put like a sitting duck while my friends happily took off on their dinghies. I needed a captain!

Where would your perfect charter take you?
I've already fulfilled that dream. I once got the chance to cruise in the Galápagos on *Stella Maris*. I bathed while a young sea lion darted around me during the day, and then at night I swam among the bioluminescence. I also walked right up to birds that did not fly away. I'd go back in a heartbeat but on a sailing boat with my husband

PHOTOGRAPHY: DEAN MOUHTAROPOULOS/GETTY IMAGES

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Jewel in the crown

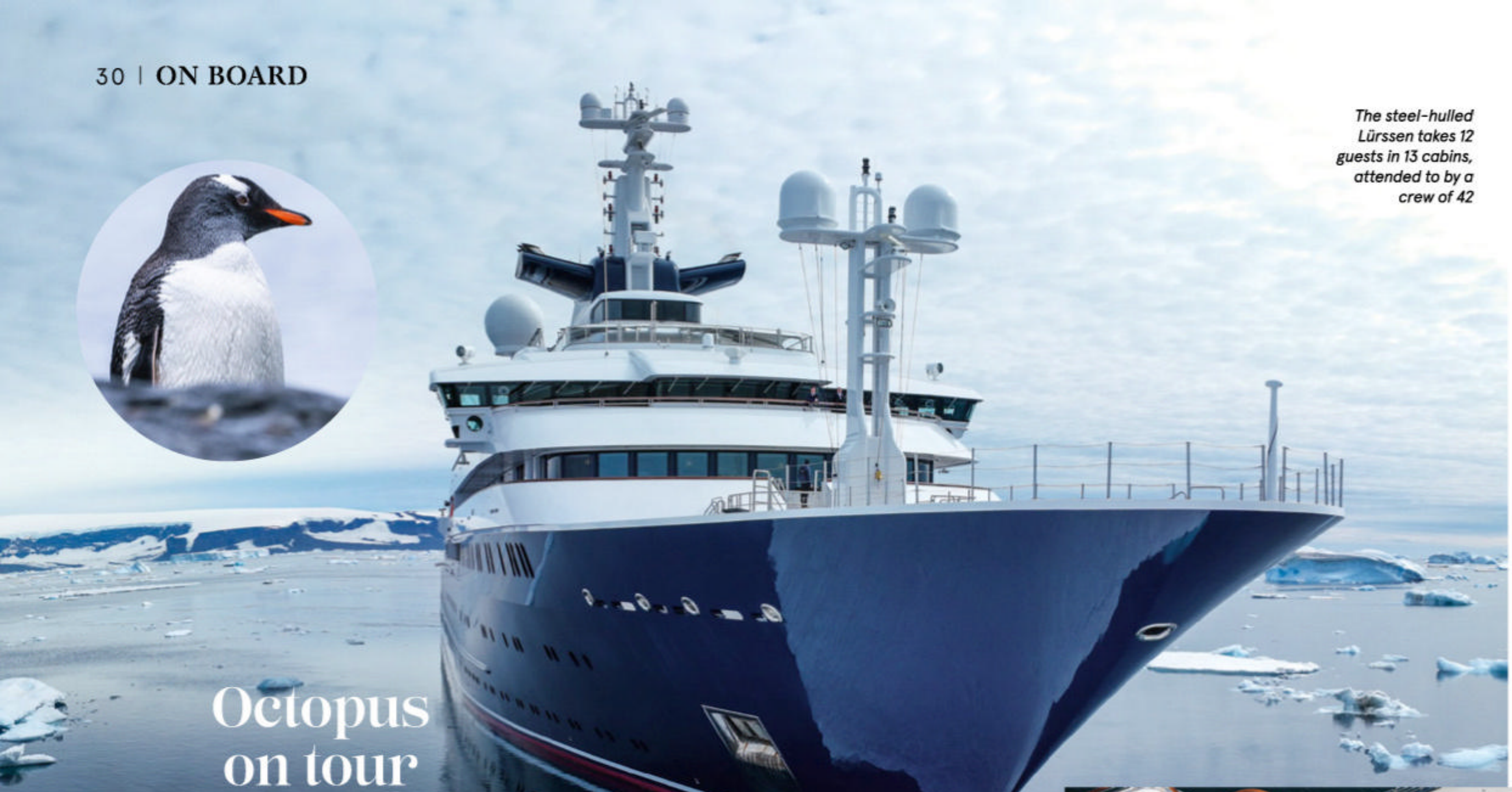
Six years after her launch, one of the most famous sailing yachts in the world has joined the charter fleet, says *Katia Damborsky*

The 105-metre sailing yacht *Black Pearl* is now for charter for the first time. A superyacht for true sailors, she is equipped with three 70-metre carbon masts and the world's largest DynaRig, which sets 2,900 square metres of sail. An all-star team came together for her build, with naval architecture from Dykstra Lateral Naval Architects and design by Nuvolari Lenard, Ken Freivokh and Villate Design. Oceanco delivered the super-secret project in 2018. She is available to charter with *superyachtconnections.co.uk*, POA.

Don't miss our short film about design studio Vripack: **boatint.com/vripack**

Black Pearl *is the world's third-largest sailing yacht*

PHOTOGRAPHY: TOM VAN OSSANEN



The steel-hulled Lürssen takes 12 guests in 13 cabins, attended to by a crew of 42

Octopus on tour

The 126.2-metre *Octopus* has been photographed in Antarctica as part of a cross-planet charter expedition. Widely considered the first true explorer, she was seen cruising past soaring glaciers and getting up close to the region's penguin population. The famous yacht was commissioned for Microsoft co-founder Paul Allen and comes packed with adventure-enhancing amenities, including multiple helipads and pools and a dive centre. Antarctica marks the final leg of her ambitious tour. She charters with Camper & Nicholsons, from $2,200,000 per week. *See page 148 for our charter guide to Antarctica and other adventurous destinations.*

Octopus has a glass-bottom swimming pool, two helipads and a hangar for two choppers

CHARTER SPECIAL

NEWS

The newest charter yachts, destination and company news, an insider's insights and much more.

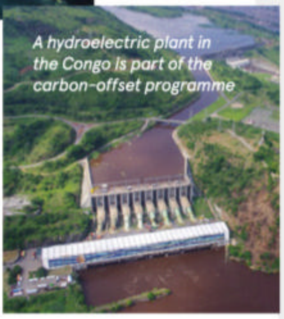
By *Katia Damborsky*

Eco-conscious charter

The carbon-neutral spaceship will commence flights in 2024

OUTSIDE THE OZONE

Northrop & Johnson is offering clients the chance to journey out of this world with Space Perspective, a company that bills itself as "the only carbon-neutral space travel company". The technology uses a SpaceBalloon propelled by renewable hydrogen that rises into the stratosphere at 19km/h.



A hydroelectric plant in the Congo is part of the carbon-offset programme

CARBON OFFSET

Ocean Independence has introduced a carbon offset programme for its charter fleet. The initiative will determine a monetary value based on the length of a charter and the fuel consumption of the particular yacht, which will then be paid into a sustainable project or initiative. The installation of a hydroelectric power plant in the Congo is one of the initiatives that the programme will support. The programme is backed by ClimatePartner, a company that specialises in integrating climate action strategy into organisations.

Sanlorenzo branches out into charter

Italian shipyard Sanlorenzo has completed its acquisition of leading Turin-based charter company Equinoxe for a value of €2.1 million. The newly devised Sanlorenzo Charter Fleet will allow owners to enter their Sanlorenzo boats into an exclusive charter pool and will give potential clients the opportunity to trial different models.

Costa Rica is seeing a lot of late-spring bookings, says Daphne d'Offay

Where in the world?

More yachts now qualify for a charter licence in Fiji

OPENING UP

Fiji

The South Pacific archipelago has implemented changes under Fiji's Superyacht Charter Act to make it easier to charter in Fijian waters. Now, foreign-flagged yachts measuring 18 metres or more with a charter rate starting at US$30,000 per week are able to obtain a superyacht charter licence. In the past, foreign-flagged yachts had to measure in excess of 24 metres with a charter rate starting at USD$55,000 to benefit from the licence.

Thailand

The Thai government has introduced the new Foreign Charter licence, which will allow foreign-flagged yachts of 30 metres and above to operate charters within its waters without having to pay VAT on the value of their yacht. Instead, superyachts will only pay VAT from the revenue they generate during their charter.

CLAMPING DOWN

The Bahamas

The Bahamas has imposed a 10 per cent VAT on yacht charters in addition to the existing four per cent tax on the value of the charter contract. It aims to correct "a windfall at The Bahamas' expense", which saw yachts capitalising on the cruising grounds without paying their fair share.

TAX BREAK

Tax regulations on yacht charters change. Here's what the 2023 season will bring for major destinations in the Mediterranean

Data from SOS Yachting

CROATIA
VAT rate on charter:
13%

ITALY
VAT rate on charter:
22%

FRANCE AND MONACO
VAT rate on charter:
20%

SPAIN
VAT rate on charter:
21%

BOOK
ST. TROPEZ SOLEIL

St Tropez Soleil

The seaside town made famous by Brigitte Bardot is one of the world's most popular charter destinations. This coffee-table book is filled with nostalgic shots of the scarlet-fronted Senequier and the ivory sands of Pampelonne. *€105, assouline.com*

5 INSIGHTS FROM CHARTER MANAGER DAPHNE D'OFFAY AT OCEAN INDEPENDENCE

What is the biggest mistake first-time charterers make?
For the traditional "plus expenses" motor yacht charter, I often hear guests later state that they have overpacked (brought too many shoes especially). I also feel that a first-time charterer should ask the most questions of their broker, and if they do not, the broker must offer a detailed education on expenses and itinerary. Fuel and gratuity are the biggest expense surprises at the end of a charter and yet these seem quite obvious to those of us in this business – and clearly should be talked about more in advance.

What conversations can you have with your captain to make the most of a charter?
I think it is good practice for the broker and captain to offer a plan A and potential plan B itinerary to assure charterers that they can still have an enjoyable time if conditions require a change in plans. We talk about being flexible with yachting itineraries so often, but knowing what that means to a charterer helps when communicated.

Have you seen a shift in demand for types of yachts?
There are definitely more conversion vessels or "new" explorer yachts on the charter market, which tend to do well when in the right location and offering a lot of unique toys.

What's the must-have toy that everyone wants now?
Motorised toys, Seabobs and WaveRunners are still popular; others are asking for must-have inflatables like jellyfish pools or a floating island with shade.

Do you have any advice for choosing a charter yacht?
Most established brokers will advise a client to consider options based on good crew/ charter reputation and not just the boat itself. The key here is for brokers to earn the trust of their client and the charter manager. Not all charters can line up perfectly every time, but it is how we handle the tough situations. Honesty and respect go a long way in this business.

Seabobs are a favourite charter toy

PHOTOGRAPHY: COURTESY OF CAMPER & NICHOLSONS/DAVID LE ROUX; ADOBE STOCK; GUILLAUME PLISSON; ATANAS MALAMO ON UNSPLASH; ASSOULINE; ROBIN NOGUIER ON UNSPLASH; MARC JOURDIER/AFP VIA GETTY IMAGES

Dream charters

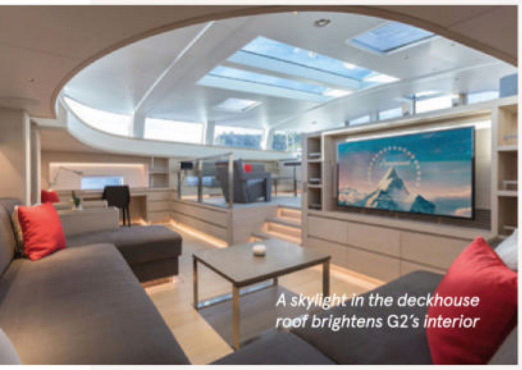
Whether you're dreaming of romantic sailing, a once-in-a-lifetime adventure or unabashed opulence on the biggest boat around, Risa Merl *rounds up the finest yachts new to the charter market*

Sailers

G2's refit started with good bones: a Bill Tripp design and Vitters build

G2

▲ After a rebuild at Pendennis, this high-performance 39-metre yacht was reborn. Her interior by Nauta Design features an open-plan layout and is flooded with natural light. Hatches in the cabins open to let in the breeze so you can turn off the air conditioning. No slouch on the racecourse, she can be sailed in the lightest of airs, handled easily by a crew of five. *From €90,000 per week; superyachtpartners.com*



A skylight in the deckhouse roof brightens G2's interior

Vela

▼ Sizable for a phinisi-style sailing yacht, this 50-metre custom craft, launched in 2022, combines a traditional Indonesian exterior with a surprisingly modern interior. No expense has been spared in outfitting the yacht, which features high-end brands from Dedar to Hermes. Her crew includes qualified scuba instructors, and she has dive gear for 17 guests. *From $94,500 per week; camperandnicholsons.com*

Vela makes a great base for diving adventures in Indonesia

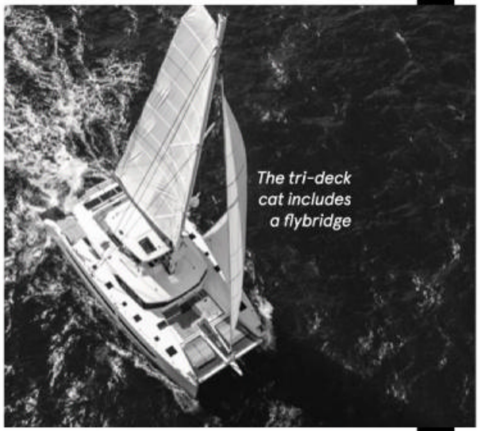
Clase Azul charters in Montenegro and Croatia. Above: a marble bar is the saloon's centrepiece

Clase Azul

▲ Launched in 2022, this beamy, custom-built 48.2-metre sailing yacht bridges the gap between sailing yacht style and motor yacht comfort. Her ample sundeck features an eight-person spa pool, a fire pit and an al fresco cinema set-up, for fun both day and night. *From €95,000 per week; iyc.com*

Oceanus

▼ What this 21.3-metre sailing catamaran lacks in LOA, she more than makes up for in her width and volume. Launched in 2022 by Fontaine Pajot, *Oceanus* hosts eight guests in four cabins. Her bow lounge boasts a spa pool, making it ideal for sundowners and a soak. *From $43,500; blueoceansyachting.com*



The tri-deck cat includes a flybridge

Explorers

Long and lean, Wanderlust can reach 23 knots

Wanderlust

▲ It's a fitting name for a yacht designed as a world-girding adventure platform. Launched by SilverYachts in 2022, the 85.3-metre has been dubbed a sports activity vessel and backs up the title with a 400-square-metre aft deck for her tenders and toys. A private owner's deck, winter garden, cinema and disco make her even more enticing. *From $960,000 per week; burgessyachts.com*

Bandido

▼ With a high bow but modest draught, this 26.2-metre pocket explorer strikes a balance between excellent seakeeping and the ability to sneak into shallower bays. Fresh off a refit, she welcomes guests with a light, bright interior. She carries plenty of toys, including brand new jet skis. *From €49,000 per week; iyc.com*

As a tri-deck, Bandido offers a lot of yacht for 26m

Asteria

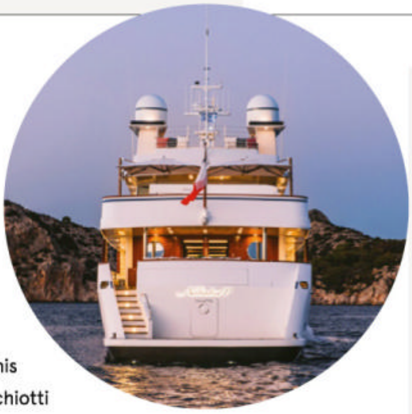
▲ The 49-metre converted salvage tug *Asteria* has been a heli-skiing base in the Arctic, but she can also be found in the balmy Caribbean, where her beach-landing tender and nitrox dive compressor come in handy. Parisian architect Charles Zana designed her nautical-inspired interiors. *From $250,000 per week; worthavenueyachts.com*

Avalon is a go-anywhere Ron Holland design with luxurious interiors

Avalon

◄ This 45.8-metre explorer yacht's adventurous spirit is conveyed by her bold red hull. The bridge deck master suite enjoys a lofty view from its private lounge, and a 12-metre inflatable extension adds a floating cabana, jellyfish-proof pool and jet ski dock. *From $125,000 per week; northropandjohnson.com*

Classics



Natalia V

► After a thorough refit, this 45.3-metre 1990-built Picchiotti motor yacht blends classic exterior lines with a newly refreshed, light interior by Tino Zervudachi. Her engines now boast low exhaust emissions and controlled fuel consumption. A waterslide and Seabob are included in her toy box, and guests have the use of a 12-metre chase boat when chartering in the Med. *From €135,000 per week; iyc.com*

Synthesis 66

► This 42-metre Feadship emerged from an extensive refit in 2022, which only added to her characterful appeal. A full-beam master plus VIP cabin means dual charterers can each have ample space. Combining traditional good looks and modern amenities, *Synthesis 66*'s refit gave her a new spa pool on the aft bridge deck, adjacent to a large bar area. *From €150,000 per week; northropandjohnson.com*

PHOTOGRAPHY: JARED WATNEY WITH OCEAN AIR MEDIA; COURTESY OF CAMPER & NICHOLSONS; COURTESY OF NORTHROP & JOHNSON; BURGESS

Croat U14s clinch gold

A thrilling finish saw Croatian teen team JKU Deep Blue trump the Americans to win the 13th Monaco Optimist Team Race

The Croatian team has stormed to victory at the 13th Monaco Optimist Team Race, which saw 16 crews made up of under-14s battle for the crown. The regatta took place between 11 and 15 January and is organised by the Yacht Club de Monaco, which celebrates its 70th anniversary this year. The deciding race involved suspenseful sailing, with the US and Croatian teams vying for first place. After a strong start, the American team fell at the final hurdle and finished in a respectable second place, leaving the Croatian team – JKU Deep Blue – to claim gold.

"It was difficult as we are a small club, and to beat America's national team is a really big deal," said a member of JKU Deep Blue. "We lost the first race in the final so we had to calm down and refocus our efforts to win the next two matches."

The Spanish clinched third place after a superb comeback. The team displayed a solid "strong and steady" strategy that allowed them to secure their spot in the quarter- and semi-finals at the end of the 120 races in the round robin.

Monaco came in sixth place, a position which "augers well for the next one", according to coach Margaux Meslin. Yacht Club de Monaco general secretary Bernard d'Alessandri said that the event's competitive yet friendly nature fits into the club's "Capital of Advanced Yachting" umbrella. This year's event was supported by currency trading platform FxPro, technical clothing supplier SLAM, boatyard Erplast and charity Peace and Sport. The next edition will take place from 10 to 14 January 2024. *yacht-club-monaco.mc*

Croatia's JKU Deep Blue claimed overall victory

There were ideal conditions of between five and 10 knots over the fours days of the competition

PHOTOGRAPHY: ©MESI/YCM

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- More than **610** yacht brokers and industry professionals
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MEDITERRANEAN YACHT SHOW

PRESENTING THE 2023
BOAT INTERNATIONAL

Design & Innovation Awards

Lingering effects from the Covid-19 pandemic, supply-chain issues, inflation and geopolitical factors beyond the control of the yachting industry continued to weigh heavily on the production of new yachts delivered between the end of 2021 and October 2022. Designers, project managers and builders, working in some cases very closely with commissioning owners, overcame challenging circumstances to produce innovative yachts that made for a fascinating fleet of finalists and winners. While the BOAT Design & Innovation Awards focus on the design concept and development rather than the execution of the final product, our judges remarked on an exceptional level of artisanship among the 2023 award finalists, which in many cases appeared at the Cannes, Monaco and Fort Lauderdale boat shows. Among motor yachts, many of them were semi-custom boats that builders continue to produce in increasingly large sizes, reaffirming the need for the competitive Best New Series category.

Our judges – designers, naval architects and industry professionals, many from the larger world of design – selected winners from an extensive list of nominees by studying supporting materials including photos, videos, layouts, owners' briefs, designer and builder statements, specifications, fuel consumption and speed graphs. Where possible, judges evaluated the yachts in person. They met one last time in London for lively debate and final votes that determined the winners. The judges and co-chairs are now pleased to share the winners for 2023.

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LUMISHORE
NAUTOR SWAN
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PERSICO
LASVIT

Find out what our esteemed judges said about this year's winners: *boatint.com/bda*

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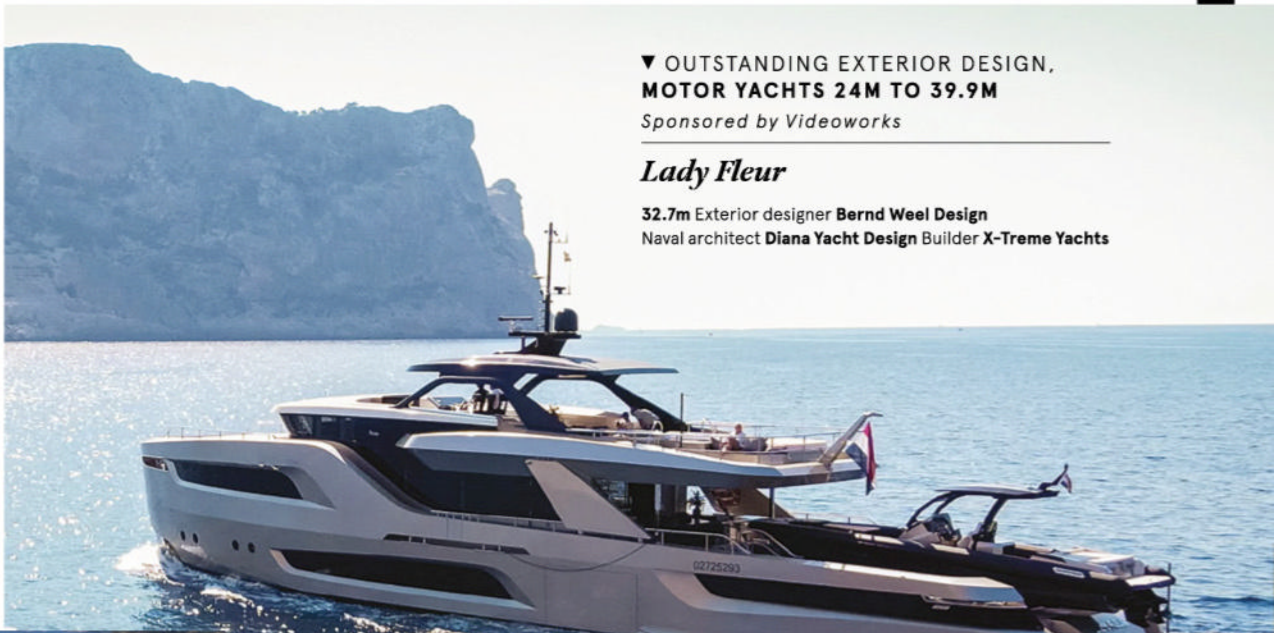
THE 2023
WINNERS

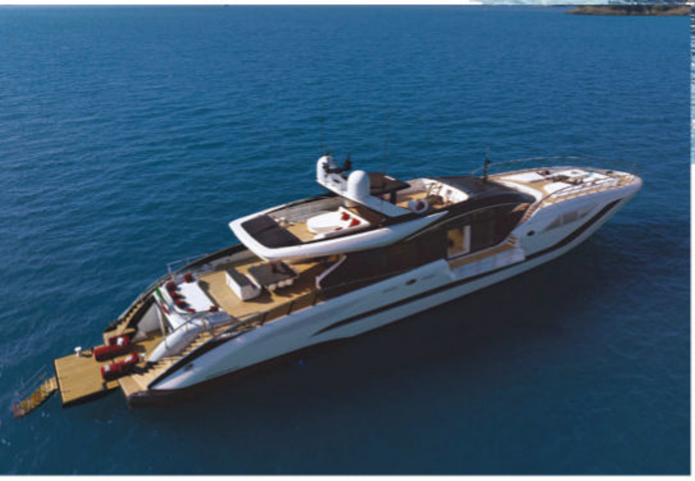


▼ OUTSTANDING EXTERIOR DESIGN, **MOTOR YACHTS 24M TO 39.9M**

Sponsored by Videoworks

Lady Fleur

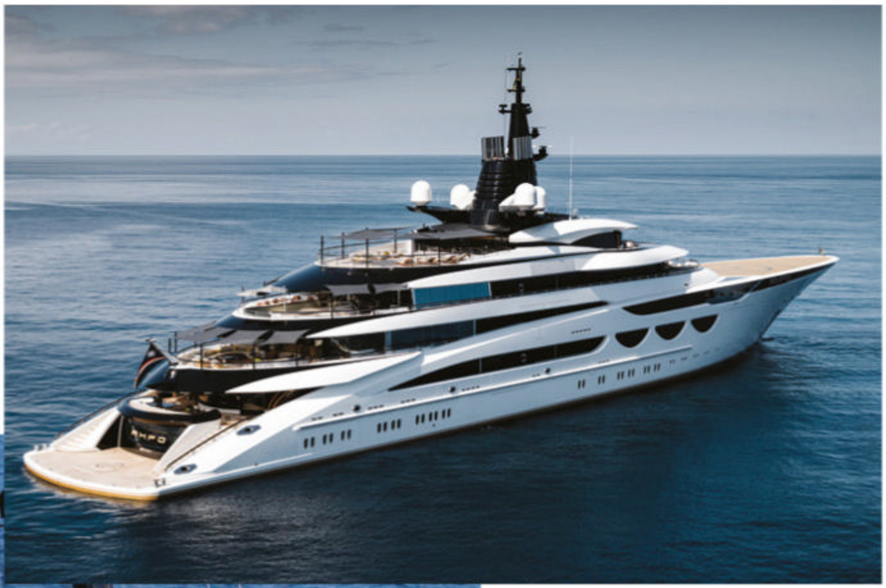
32.7m Exterior designer **Bernd Weel Design**
Naval architect **Diana Yacht Design** Builder **X-Treme Yachts**



▲ OUTSTANDING EXTERIOR DESIGN, **MOTOR YACHTS 40M TO 59.9M**

N1

49.9m
Exterior designer **Lobanov Design/Overmarine Group**
Naval architect **Overmarine Group**
Builder **Overmarine Group**

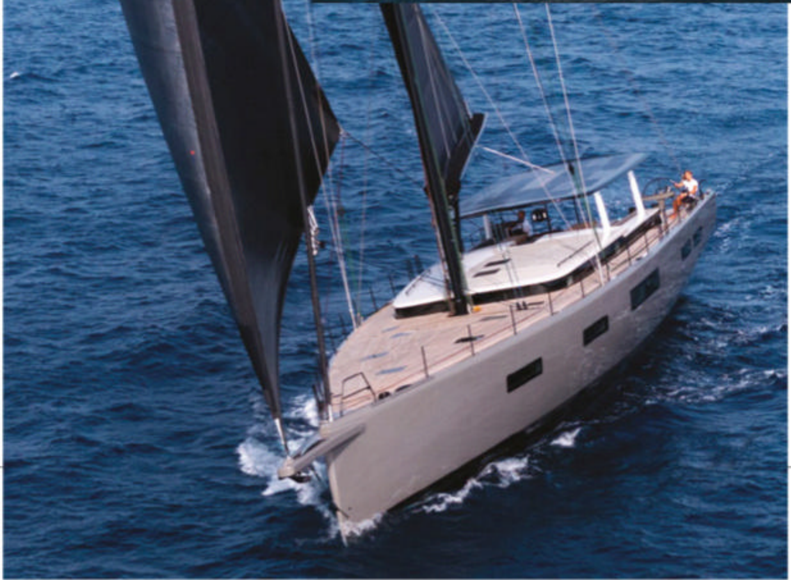


▲ OUTSTANDING EXTERIOR DESIGN, **MOTOR YACHTS 60M AND ABOVE**

Sponsored by Oliveri Home

Ahpo

115.1m
Exterior designer **Nuvolari Lenard**
Naval architect **Lürssen**
Builder **Lürssen**



► OUTSTANDING EXTERIOR DESIGN, **SAILING YACHTS**

Sponsored by Sanlorenzo

Bella

27.4m
Exterior designer
Tripp Design & Naval Architecture
Naval architect **Tripp Design & Naval Architecture**
Builder **YYachts**

PHOTOGRAPHY: GUILLAUME PLISSON; DAVID CHURCHILL; NAUTOR SWAN/CARLO BORLENGHI; NICO MARTINEZ; YYACHTS; ALESSANDRO GUERRIERI; ERIC LAIGNEL; CHRISTOPHER SCHOLEY; VISIONS.NL/KAREL HAM; STUART PEARCE/YACHTSHOT

▶ BEST INTERIOR DESIGN, **MOTOR YACHTS 499GT AND BELOW**

Lady Lene

32.9m
Interior designer
Carla Guilhem Design
Naval architect **Ginton Naval Architects/ Diana Yacht Design**
Builder **Van Der Valk**

◀ BEST INTERIOR DESIGN, **MOTOR YACHTS 500GT AND ABOVE**

Sponsored by Technogym

Kenshō

75.2m
Interior designer **Jouin Manku,** Naval architect **The Italian Sea Group** Builder **Admiral – The Italian Sea Group**

▼ BEST INTERIOR DESIGN, **SAILING YACHTS**

Sponsored by Benetti

My Song

24.7m Interior designer **Nauta Design** Naval architect **Juan Kouyoumdjian** Builder **Nautor Swan/Persico Marine**

Judges' Commendations

Ahpo's artisanship

Interior designer
Nuvolari Lenard,
Naval architect **Lürssen**
Builder **Lürssen**

Lusine's lighting

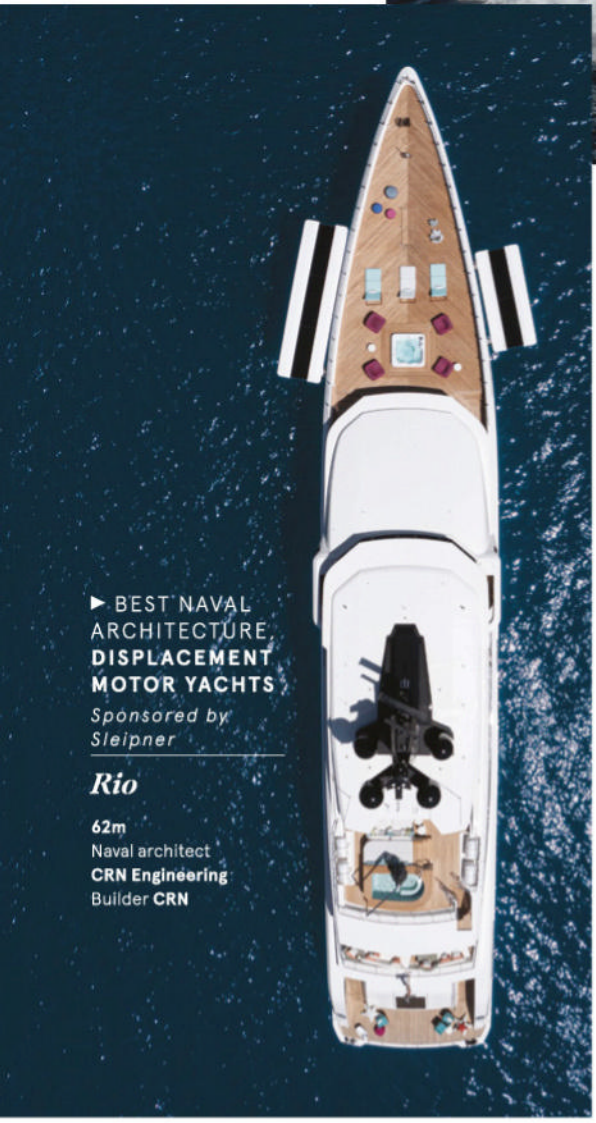
Interior designer
Sinot Yacht Architecture & Design Naval architect,
Van Oossanen Naval, Architects/Heesen
Builder **Heesen**

▶ BEST NAVAL ARCHITECTURE, **SEMI-DISPLACEMENT OR PLANING MOTOR YACHTS**

Sponsored by KMF

Rocket One

37m
Naval architect
Soyaslan Marine
Builder **Gulf Craft**



▶ BEST NAVAL ARCHITECTURE, **DISPLACEMENT MOTOR YACHTS**

Sponsored by Sleipner

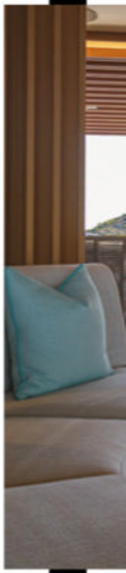
Rio

62m
Naval architect
CRN Engineering
Builder **CRN**

◀ BEST NAVAL ARCHITECTURE, **SAILING YACHTS**

My Song

24.7m
Naval architect
Juan Kouyoumdjian
Builder **Nautor Swan/ Persico Marine**



▶ **BEST NEW SERIES**

Sponsored by Viraver

Oasis 34M

34.4m Builder **Benetti** Naval architect **P.L. Ausonio Naval Architecture/Benetti R&D Department** Exterior designer **RWD** Interior designer **Bonetti/Kozerski Architecture**

PHOTOGRAPHY: GULF CRAFT INC; CRN YACHTS; WATERLINE MEDIA; THEATRO360; COURTESY BENETTI; ROLEX/CARLO BORLENGHI

▲ **OUTSTANDING LIFESTYLE FEATURE**

Sponsored by The Rug Company

Project X BEACH CLUB

Builder **Golden Yachts** Naval architect **Marco Yachts** Exterior designer **Ken Freivokh** Interior designer **Massari Design**

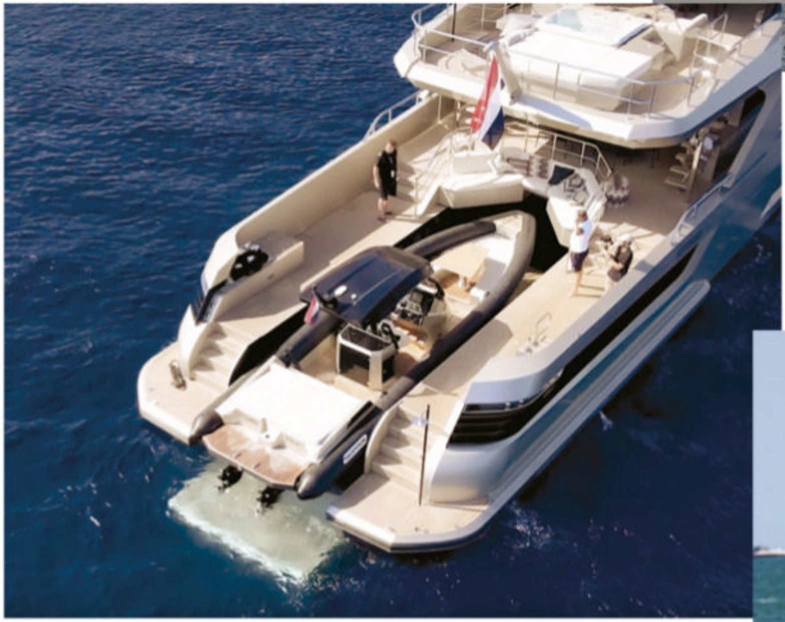
▼ **ECO AWARD**

Rocket One

HEAT RECOVERY SYSTEM

Builder **Gulf Craft** Naval architect **Soyaslan Marine** Exterior designer **Gulf Craft** Interior designer **Cristiano Gatto**

Rocket ONE
120



▲ INNOVATION OF THE YEAR

Lady Fleur

TENDER PLATFORM/SWIMMING POOL

Developer **X-Treme Yachts** Naval architect **Diana Yacht Design**

▼ TENDER OF THE YEAR

T/T 68m Nebula

12.3m Builder **Compass Tenders** Naval architect **Allseas Design** Exterior designer **Schwalgien Yacht Design** Interior designer **Schwalgien Yacht Design**

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LIFETIME ACHIEVEMENT AWARD

François Zuretti

Company **Zuretti** Nationality **French** First yacht design ***Eco***

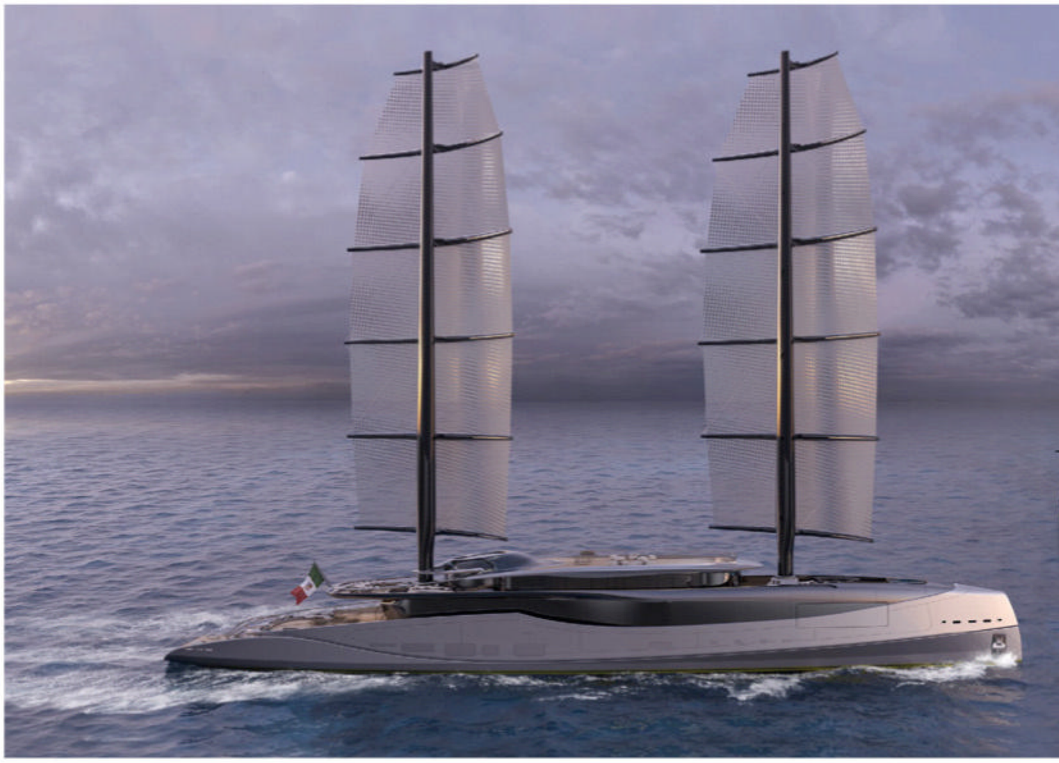
One of his famous clients dubbed him the "god of interior design", yet François Zuretti's name is nearly absent from the public domain. Outside of yachting circles, you will find very little about him in the form of newspaper or magazine articles.

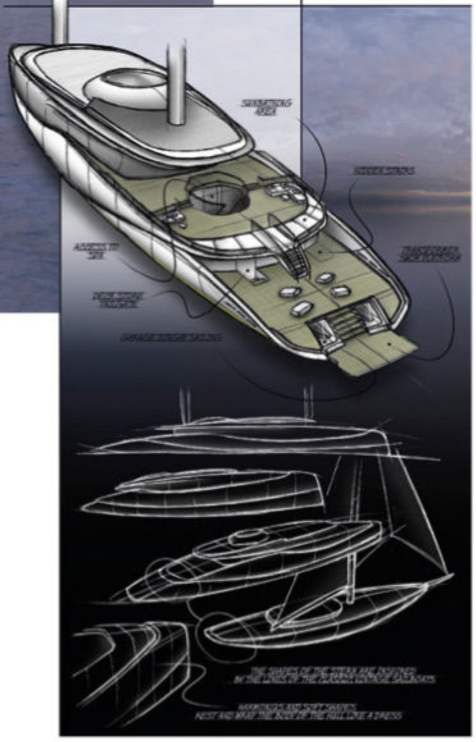
Zuretti's career started in Morocco, where he designed the interiors of official residences and palaces. It was his reputation as a master of the art deco style that gave him his entry into yachting in 1987, when he worked with Martin Francis on the iconic *Eco* (now called *Zeus*). In the early 2000s, he moved to the South of France and established Zuretti Interior Designers (Zuretti Exclusive Residences followed a few years later).

He had a multi-year collaboration with Paolo Vitelli on the ultra-successful Benetti Classic, and the Vision and Crystal series. The *BOAT International* database credits him with more than 200 yacht interiors. His creations include *Ambrosia*, *Princess Mariana*, *Apoise*, *Martha Ann*, *Amadeus*, *Legend*, *Albatross*, *Symphony*, *Amadea* and, more recently, the Amels *Energy*.

While the business has grown exponentially, his public persona has remained nearly absent. The time has come to bring François Zuretti into a public arena and celebrate his incredible body of work with this year's Lifetime Achievement Award.

Left: François Zuretti in 1989. Above: Symphony. *Although his mastery of art deco gave his start, he works in all styles*





The bow area is intended for the owner and guests, while the stern area can be used for social functions or fashion events

▶ YOUNG DESIGNER OF THE YEAR

Sponsored by Oceanco

Alessandro Fulle

Nationality **Italian** Education **University of Genoa**

Fashion Designers have been associated with superyachts for many years, but, so far, none have used them for business as well as pleasure. This year's task for the Young Designers anticipated such dual use, and asked the competitors to create an environmentally friendly motor-sailing yacht that would not only provide its female owner with relaxation, but would also give her a world-roaming business tool that incorporated a design studio and atelier, where her team could create and develop her range of high-end prêt-à-porter designs, while also providing her with an exclusive venue for fashion shows. Working to strict guidelines, competitors needed to consider how a yacht should be laid out to achieve this aim, while also creating the yacht's exterior styling and an interior design proposal for the owner's suite.

The standard of the entries submitted was extremely high, and the judges were presented with a hard task in selecting the six finalists. Choosing a winner from among the finalists proved less contentious and after further discussion, the judges' unanimous choice was the Italian competitor, Alessandro Fulle. They felt that Fulle had invested a good deal of thought into a stylish design that met all his client's requirements. In particular, they considered the design of the atelier was spectacular, as was his circulation plan, from dressing room to stage, for fashion shows. This design was clearly the result of a great deal of thought and research, and the judges offer their congratulations to a worthy winner of 2023's Young Designer of the Year award. ◘

„Lacquered metal brown
„Zimmer Rohde, "Leo" curtain

The yacht's living spaces were both well sized and comfortable, with an enviable spa area

PHOTOGRAPHY: ZURETTI; FEADSHIP

BOAT
DESIGN & INNOVATION AWARDS
EVENT PARTNERS

The winners of the BOAT Design & Innovation Awards

Design in focus

The Design & Innovation Awards kicked off two days of discussion about the latest in superyacht design in Cortina d'Ampezzo, Italy

Shirley Robertson, Valentina Zannier, Carlo Nuvolari, Sylke auf dem Graben and Mariangela Oliveri

BOAT
SUPERYACHT
DESIGN
FESTIVAL

Rainer Gass, Christian Bolinger and Josef Payerhofer

Frank Neubelt

Above: Stewart Campbell and Tim Heywood

BOAT
SUPERYACHT DESIGN FESTIVAL
a classic worthy of her time

Marnix Hoekstra

SLEIPNER
SANLORENZO
VRAAR
TECHNOGYM

Above: Valentina Zannier, Stefano de Vivo, Ferruccio Rossi and Sebastiano Vida

BOAT
SUPERYACHT
DESIGN
FESTIVAL

Roberta Sabatini, Cecile Gauert, Sophia Wilson, Sylke auf dem Graben and Francesca Muzio

Mariangela Oliveri

LIFETIME A
2023

Shirley Robertson, François Zuretti and Cecile Gauert

Left: top yacht designers meet the finalists of the Young Designer of the Year Award

LÜRSSEN
RUG
LUMISHORE
PERSICO
BOAT

Above: the team behind Kenshō receive their prize.
Left: Benedicte Bonnefoi Lacaze, Sanjit Manku and Toby Moore.
Below: Igor Lobanov (centre) and the team behind N1

Left: Shirley Robertson, Alessandro Fulle and Paris Baloumis

Cynthia Halley

Shirley Robertson, Yoeri Bijker, Giovanni Pomati, Carla Guilhem and Samuel Artmann

Cristiano Gatto (second from right) and the team behind Rocket One

Stefano Vafiadis

Above: Andrew Winch (centre)

With thanks to our event partners Oceanco, Benetti, Oliveri Home, Videoworks, KMF Kreative Metallform, Sleipner, Sanlorenzo, Viraver, Technogym, Lürssen, The Rug Company, Lumishore, Nautor Swan, Triton, Persico and Lasvit

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Right: Antonio Caviglia and Patrik von Sydow with guest

Josef Payerhofer, Moritz Schmidinger and Rainer Gass

Léna Arame Seck (right) with a guest

Isabella Knappe, Luiz de Basto and Tim Gosling

Right: Maddalena Gamna, Ernesto De Caria, Paolo Foglizzo, Daniela D'Errico with a guest

Right: Andrew Langton, Pascale Reymond, Kai Dittmar and Frank Neubelt

Above: Giovanni Bogetto, Valerio Venturelli and Giordano Pellacani

Below: Adriana Monk, Kendra Schulte, and Sylke auf dem Graben

Left: Marco Mazzarolo, Matteo Campana and Domenico Miceli.
Below: Samuel Artmann and Carla Guilhem

Above: Andrea Naboni, Vincenzo Oliveri, Mariangela Oliveri, Alejandro Hahn, Giorgio Cassetta, Valentina Zannier and Rogier Janssen

High times

After the awards and discussions came the socials and the skiing, as the Superyacht Design Festival chilled out on the slopes

Above: Laura Pomponi and Giulia Rovai

Tommaso Iotti

Above: Jerry Lakeman, Bart de Haan and the winners of the Ski Cup.
Left: Professor Charles Spence (with glass)

On Board Edit

The biggest yachts new for charter

AHPO

The newest and biggest yacht by far to join the charter fleet is 115.1-metre *Ahpo*, launched by Lürssen in 2021. Bask in her lavish beach club with a bar, lounge and mosaic-tiled pool, or fully unwind in the nature-themed spa. The two-storey owner's suite boasts its own impressive gym. Ideal for a multi-family charter, the boat has eight sizable guest cabins and more for nannies and staff. *From $2,750,000 per week, moranyachts.com*

RESILIENCE

No one has to fight over a prime cabin on 65-metre *Resilience* – as well as her full-beam master suite, she has a show-stopping VIP cabin with its own private terrace, which makes her ideal for dual charterers. Launched by ISA in 2021, the yacht boasts a gym, Turkish bath and massage room. *From €600,000 per week, edmiston.com*

SOARING

This 68-metre Abeking & Rasmussen stands out with her graceful exterior lines, while inside Focus Yacht Design has created an opulent home at sea with an upper deck owner's terrace and all guest cabins on the main deck. She has a sauna, gym and toys such as a driving range. *From €700,000 per week, oceanindependence.com*

TOP FIVE II

Built by Royal Hakvoort and launched in 2021, 61-metre *Top Five II* might not be an explorer but she can go the distance. Classic good looks belie her Ice Class and long-range capabilities. Charter guests will enjoy the dedicated owner's deck, large upper deck pool and bow spa tub. *From $550,000 per week, worthavenueyachts.com*

VICTORIOUS

Built for exploration and entertainment in equal measure, the 85-metre Akyacht *Victorious*, launched in 2021, boasts unusual living spaces: take the lofty upper saloon with a baby grand piano, or the "gentleman's lounge" with a real working fireplace and cigar humidor. With a kids' playroom and swimming pool in the massive beach club, she's the perfect base for family charters as well. *From €800,000 per week, fraseryachts.com*

PHOTOGRAPHY: EDMISTON; IGA DROMAS/BLUEI/OCEAN INDEPENDENCE; BURGESS; BLUEIPROD; GUILLAUME PLISSON; CHARL JORDAAN

Words **Risa Merl**

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Boat Life

Celebrating exceptional style and design

Model mavericks

City bars, cool kit and SUVs that are off the scale in a world of fine design

Bugatti 57 SC Atlantic model car; limited-edition models from £16,000, bespoke from £20,800, amalgamcollection.com

Edited by Belle Rice

On track to reign off-road

Poised to succeed the Land Rover Defender, the new INEOS Grenadier has true grit, says *Simon de Burton*

With its 2,000-litre capacity, the Grenadier can take all you need for an expedition into the wild

If you've recently spotted Sir Ben Ainslie and the INEOS Britannia crew preparing for next year's America's Cup challenge, there's a good chance you'll be familiar with the rugged off-roader pictured here.

As the name suggests, the team's INEOS Grenadier support vehicles are the product of the young automotive offshoot of the giant INEOS Group. Founded 25 years ago by (now Sir) Jim Ratcliffe, it became the fourth-largest chemical company in the world.

When he's not overseeing the group's many subsidiaries and projects, Sir Jim likes nothing more than to take himself off on an adventure – which is how he immediately spotted a gap in the market left by the demise of the old Land Rover Defender in 2016.

Little more than a year later (after negotiating unsuccessfully to acquire the rights and tooling to the defunct Defender) INEOS announced its intention to reimagine the car for the 21st century, eliminating the archaic features that had made it unsellable in many parts of the world, while respecting its strengths of simplicity and durability.

In typically disruptive style, Sir Jim didn't choose an established car designer to pen the lines of the Grenadier (which is named after the London pub in which the idea to build it was first mooted). Instead, he tapped up Toby Ecuyer, a major name in the yachting world thanks to his role as director of Hampshire-based RWD.

Sir Jim was confident of Ecuyer's talent, having commissioned him to create his yachts *Hampshire II* and *Sherpa*, and it wasn't long before the designer – who favours ballpoint pen and paper over digital software CAD – had completely re-envisioned the Defender's boxy, flat-sided body.

As a result, the Grenadier looks similar, but different. Its front is not unlike that of the Mercedes-Benz G-Wagon, while the 70/30 split rear doors are unique, and the minimal front and rear overhangs allow extreme off-road approach and departure angles.

Under the skin, the Grenadier is tough but simple. A mighty ladder chassis is powder-coated and corrosion-treated for strength and longevity, while the suspension set-up relies on good, old-fashioned solid beam axles and coil springs rather than a more modern (and more complex and fragile) air-charged arrangement.

The cabin, meanwhile, is a far cry from the cramped and uncomfortable interior of the old Defender. For a start, the seats are fully adjustable, there's ample leg room for driver and front seat passenger alike, and the bulk of the controls are positioned in the centre of the vehicle in a split console arrangement.

The lower part largely houses dials that control the heating systems, with the central dashboard containing a touch-screen infotainment system (complete with the Grenadier's bespoke Pathfinder waypoint navigation programme for plotting routes where roads don't exist).

What's really distinctive, however, is the upper part of the split – which is located overhead in the

PHOTOGRAPHY: PATRICK GOSLING/INEOS AUTOMOTIVE

roof, aircraft style. Mindful of the fact that many Grenadier owners will want to use their vehicles for serious adventuring, the console bristles with auxiliary switches that are already wired-in to power accessories such as external lighting, winches and additional electrical feeds.

The overhead console also houses the switches that activate the Grenadier's off-roading tools, such as electronic front and rear differential locks (there's also a centre one, engaged with a good old-fashioned mechanical lever), hill descent control and wading and off-road modes.

For those coming from an old-style Land Rover, the Grenadier driving experience is a revelation

And, if you do head off on that expedition into the wild, there should be no worries about leaving ill-equipped. The rear cargo area offers a 2,000-litre capacity and can be adapted to multiple configurations, while the bare roof is engineered to carry a load of up to 420 kilograms when static, or 150 kilograms when on the move.

The exterior bodywork, meanwhile, can be specified with various clip-on, clip-off fittings to support items such as tables and awnings, while the sides of the roof are equipped with four substantial lashing points.

As for towing capacity, a Grenadier can drag weights of up to 3.5 tonnes – making it ideal for the launch and recovery of RIBS, tenders and other small boats.

For those who have come from an old-style Land Rover (as I have) the Grenadier driving experience is a revelation. For a start, the doors are a perfect, rattle-free fit, the turning circle is usefully small, and, on a conventional road, there is none of the "wandering" or harsh ride with which Defender drivers will be familiar.

With a choice of BMW three-litre petrol or diesel engines driving through a rugged ZF eight-speed automatic gearbox, the acceleration and cruising speeds of the 2.7-tonne Grenadier are adequate rather than adrenaline-inducing – but, don't forget, this is a true, go-anywhere utility vehicle rather than a luxury SUV.

And, if our first drive in the wilds of a 22,000-hectare Scottish estate was anything to go by, the Grenadier is a car that really is made for roads less travelled.

The route took us along ice-covered tracks, up boulder-strewn gullies, across mud-soaked hills and even through one of the shallower parts of Loch Lomond – and never once did it feel as though we were using as much as 60 per cent of the Grenadier's capability.

As one sage observed: "It's the car that Land Rover should have built." *ineosgrenadier.com*

The Grenadier is a no-nonsense, go-anywhere utility vehicle

Most of the controls are in a split console arrangement

INEOS took an engineering-led approach to the exterior design, following in the tracks of history's most iconic 4x4 off-road vehicles

SPECS

INEOS GRENADIER

Engines	BMW three-litre, six cylinder, diesel or petrol
Power	183kw (diesel); 210kw (petrol)
Torque	550Nm at 1,250 to 3,000rpm (diesel); 450Nm at 1,750 to 4,000rpm (petrol)
Gearbox	ZF eight-speed automatic with manual override
Weight	2.7 tonnes
0-100km/h	9.9 seconds (diesel); 8.6 seconds (petrol)
Top speed	160km/h
Price	from £58,000

BRUNELLO CUCINELLI
HERMÈS
KEF

From left: leather backpack, £3,250, brunellocucinelli.com; SO103 lounge chair from the Smoothie collection, £6,006, summitfurniture.com; Leblon beach bat set, £275, frescobolcarioca.com; Antonio linen shirt, £185, frescobolcarioca.com; Yachting Raye beach towel, £485, hermes.com; LSX II wireless speaker in carbon black, £1,199, kef.com; Tess cotton hat, £395, hermes.com; SO109 occasional table from the Smoothie collection, £2,280, summitfurniture.com; Tod's suede espadrilles, £595, tods.com; The Superyachts *36 coffee table book, £180, boatinternational.com; Riviera Vide Poche, £225, asprey.com; MARQ® Captain (Gen 2) watch, £2,000, garmin.com; Ray-Ban Stories Wayfarer smart glasses, £299, ray-ban.com; ShadeDrops sunscreen by Summer Fridays, £35, spacenk.com*

Here comes the sun

Gear up for warm days with these summer essentials

Photography **GRAEME MONTGOMERY**

Rise of the bungalow

Low-rise homes are in high demand in Singapore, finds *Ruth Bloomfield*

The Hamptons has its waterfront cottages, Venice its historic palazzi and Manhattan its brownstones. In Singapore, the most aspirational luxury properties are the more prosaically named Good Class Bungalows (GCBs).

By global prime property standards, they're not particularly large or especially fancy. But GCBs change hands for tens of millions of pounds, can rent for close to US$900,000 per year (£743,000), and are defying global economic headwinds by increasing in value. "GCBs are the pinnacle of the Singapore property market," says Nicholas Keong, head of private office at Knight Frank Singapore. "They're aspirational, multi-generational homes."

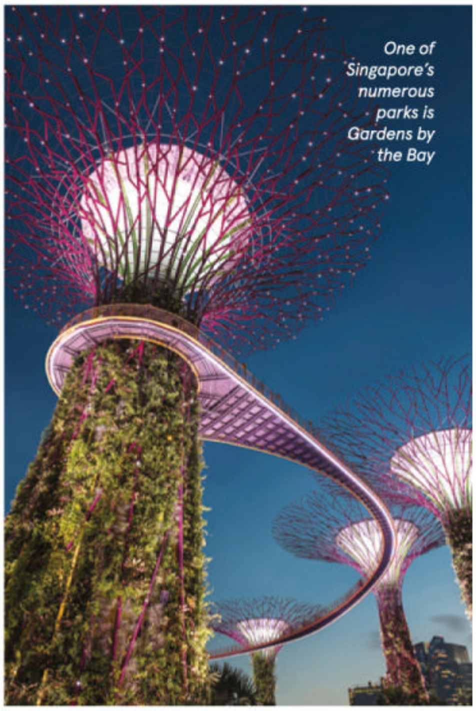
What sets Singapore's GCBs apart is sheer exclusivity. There are only around 2,800 of them, mostly built during the first half of the last century for high-ranking colonial officers and, later, rich local merchants.

"Land is so scarce in Singapore that 80 per cent of homes are high rise," explains Han Huan Mei, director in the research department at List Sotheby's International Realty. "What we call 'landed properties' are limited and scarce."

Despite their name, most GCB's typically have two storeys, spacious verandas and substantial gardens – to qualify they must have a plot size of at least 1,400 square metres. They must also be located in one of 39 specific neighbourhoods where strict planning rules preserve their low-rise, leafy character on a tightly packed 710-square-kilometre island nation known for skyscrapers.

"Although there are 39 areas, there are only around 12 that are really prime," says Jacqueline Wong, executive director at Savills' private office in Singapore. "The real trophy addresses are Nassim Road and Cluny Road because they are close to Orchard Road, the equivalent of London's Knightsbridge, and some of the houses are on double or triple plots."

Early "black and white" GCBs feature Tudor-style architecture. But in recent years, these more old-fashioned buildings have been torn down and replaced by modern steel and



One of Singapore's numerous parks is Gardens by the Bay

> "Land is so scarce in Singapore that 80 per cent of homes are high rise. What we call 'landed properties' are limited"

Properties such as this one on Sentosa Island are available to non-residents, but elsewhere in Singapore only residents can buy a GCB

PHOTOGRAPHY: COURTESY OF SOTHEBY'S INTERNATIONAL REALTY; HU CHEN ON UNSPLASH; TUUL & BRUNO MORANDI VIA GETTY IMAGES; JOHN SEATON CALLAHAN VIA GETTY IMAGES; CAROLINE PANG VIA GETTY IMAGES; EL VIA GETTY IMAGES; KNIGHT FRANK

The guide price listed on Knight Frank's website for this Joan Road property on a double plot is more than £31,000,000

glass versions with mod cons such as swimming pools and spas, home cinemas, putting greens and karaoke lounges.

Whatever their style, a GCB is a powerful status symbol in Singapore due to the scarcity of land, and prices are on a strong upward trajectory. They grew 27 per cent between 2020 and 2022, says Han, to an average of US$1,360 per square foot (about £12,000 per square metre) as buyers looked for larger homes with more outside space.

According to Keong, brand-new high-spec GCBs sell for more than US$32,290 per square metre; the most expensive ever sale was recorded in 2021 when a buyer spent more than US$94 million on one.

Buyers used to be older businessmen but, more recently, the buyer profile has become more youthful. "There has been a tech boom and a pharmaceutical boom and there have been a lot of young entrepreneurs buying GCBs," says Keong.

Last year TikTok CEO Shou Zi Chew reportedly spent just over US$60 million on a bungalow in the upmarket Queen Astrid Park neighbourhood. The property was one of the original, dated versions; it is more than possible that Chew will therefore opt to tear it down and replace it with something more contemporary.

This is a super-secretive market, says Han, where most deals are done privately. She estimates that 50 to 60 homes are sold per year. "Most of the sellers hold multiple properties, so they can wait for the right price," she says.

By law, only Singaporean citizens can buy GCBs – although non-residents are allowed to buy them on the resort island of Sentosa. The Singapore Land Authority, which regulates land use and property ownership, can grant special approval to buy elsewhere to those who have either lived there for five years or made an exceptional economic contribution.

In 2019, British entrepreneur James Dyson picked up a US$35 million GCB adjacent to the island's lush Botanic Gardens. His wife is understood to have obtained citizenship.

Most non-residents, however, rent their GCBs, and prices have been soaring since the pandemic. Wong suggests budgeting circa US$18,000 per month for an "entry level" GCB, up to US$73,000 per month for a grand property in a prestigious address. Leases are typically taken for two years.

In the sales market Han suspects that prices will hold up during 2023, although sales volumes will drop thanks to the strength of global economic headwinds. "Ultra-high-net-worth individuals have the money to buy, but they are business people who will be concerned about rising interest rates, slowdown in China and looming recession in the US," she says.

Although Singapore is not immune to global problems, Keong believes the ultra-wealthy will always hanker for the keys to a GCB. "They are a truly long-term store of value, like a fine piece of art," he says. ◻

› The city state of Singapore is comprised of more than 60 islands

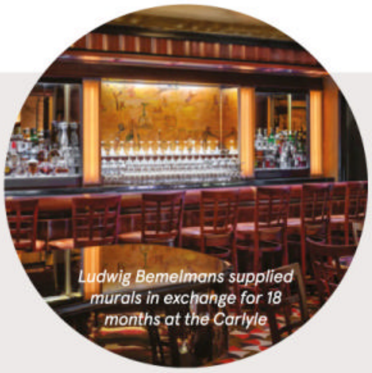
Raise a glass to the best city bars

Presenting our favourite watering holes for memorable nights off deck

Mayfair's Donovan Bar marries classics with original concoctions

London Donovan Bar

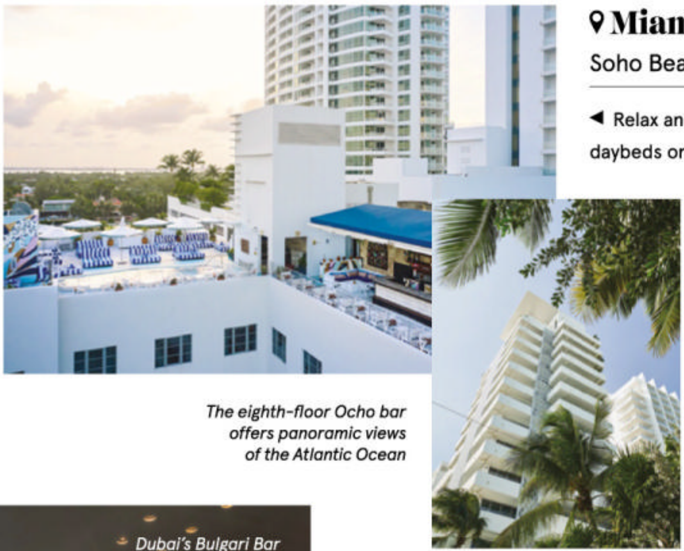
▲ What do you get when you put Salvatore Calabrese (the "Maestro" formerly of Duke's Hotel) and Federico Pavan (who previously oversaw The Connaught's Coburg Bar) in charge of the drinks? Pure magic, of course. This supremely talented Italian pairing have an expertise envied by mixologists around the world. Named after the iconic 1960s photographer Terence Donovan and decorated with his prints, the bar is nestled in the heart of Brown's Hotel near Green Park in Mayfair. *roccofortehotels.com*



Ludwig Bemelmans supplied murals in exchange for 18 months at the Carlyle

New York
Bemelmans Bar

▲ Tucked away in the Carlyle Hotel on the Upper East Side and decorated with 1940s murals by Ludwig Bemelmans (the creator of the classic *Madeline* books), this is old-school New York at its finest. Don't leave without trying one of its famous Martinis. *rosewoodhotels.com*



The eighth-floor Ocho bar offers panoramic views of the Atlantic Ocean

Miami Ocho,
Soho Beach House

◄ Relax and recline on comfortable daybeds or sink into a sofa at Ocho, Soho Beach House's members-only bar. Designed with Nick Jones's classic boho-chic aesthetic in mind, there's a pool to take a dip in when the temperature rises and an impressive drinks menu to choose from while you watch the sun go down (the spiced lemon spritz is an all-time favourite here at *BOAT*). *sohohouse.com*

Dubai's Bulgari Bar has sweeping views of the Arabian Gulf

Dubai Bulgari Bar

◄ Overlooking the Bulgari Yacht Club Marina on Jumeirah Bay Island, the Bulgari Bar has an impeccably trained team who truly know their stuff when it comes to cocktails and spirits. Situated next door to the Michelin-starred Il Ristorante – Niko Romito, it's the perfect spot for a pre-dinner sundowner. *bulgarihotels.com*

Toronto Kōst

▶ Missing the beach? Head straight to Kōst, the sky-high rooftop bar and restaurant on the 44th floor of the Bisha Hotel. Complete with an infinity pool, panoramic views of Lake Ontario and a drinks menu packed with summery classics, you'll feel just as at home here as on deck. *kosttoronto.com*

Kōst is inspired by the Baja Peninsula and California coastline

Cocktails at Smoke & Mirrors are inspired by famous artworks

Singapore

Smoke & Mirrors

◀ Sitting among Singapore's dazzling skyscrapers, Smoke & Mirrors is perched on the rooftop of the National Gallery and offers the most spectacular views of the city's most famous landmarks. And – fittingly, given its location – the menu features drinks as interpretations of South East Asian artwork, in homage to its local culture and heritage. *smokeandmirrors.com.sg*

Milan 1930

Described as the most inaccessible bar in Milan, 1930 is open only to seriously in-the-know drinkers who value their privacy as well as a good time. Entry is possible through a connection to the owners (and even then, who knows if you'll get in), but once inside, guests can enjoy a truly exceptional drinks menu.

LA Harriet's Rooftop

▼ Perched atop the 1 Hotel overlooking Sunset Boulevard, Harriet's is reminiscent of the golden age of Hollywood, while maintaining its status as an A-list hotspot. On the menu? Expertly blended craft cocktails and epic views of the Los Angeles skyline. *harrietsrooftop.com*

Cocktails at Harriet's include the Naked Monk, Penthouse and Peach Out

Nick and Nora's is situated on the roof of the V by Crown in Parramatta

Sydney Nick and Nora's

▲ Twenty-six stories above Sydney, Nick and Nora's is inspired by the post-Prohibition era of Dashiell Hammett's *The Thin Man*. With harbour and mountain views, a Champagne Parlour and a chic spin on 1930's decor, it has the feel of a five-star hotel bar, minus the hotel. Cocktails and spirits are complimented by luxurious bites including caviar, oysters and cured meats. *nickandnoras.com.au*

Paris

The Bar at Hotel Costes

Like many of its A-list clientele, Costes enjoys cult-like status and single-name recognition in all the right circles. Posited as one of the chicest stays in the world and as the after-hours destination *du jour*, this Liaigre-designed haunt plays the hotel's signature sounds while guests sip on iconic cocktails. *hotelcostes.com*

PHOTOGRAPHY: JANOS GRAPOW; DURSTON SAYLOR; SOHO HOUSE BEACH HOUSE MIAMI; TATO GOMEZ
PHOTOGRAFER: JESSE MILNS; ASANUL NAZRYN; JIWON KIM; THE H.WOOD GROUP

BEYOND THE MARINA

LIMASSOL

Belle Rice gets the lowdown on the southern Cypriot city with rising appeal

Illustration Yasmina Green

LIMASSOL BOAT SHOW

Back for another season, the Limassol Boat Show promises sailing races, demos from the latest in tech and toys, plus a VIP lounge and charity fashion show. *18 to 21 May; Limassol Marina Street 3601; limassolboatshow.com*

LIMASSOL GREENS

Limassol Greens offers luxury townhouses, villas and apartments in this little slice of paradise, located on a lush citrus farm with an 18-hole championship golf course set within the natural landscape. Snap up a piece of the action now – the property will be ready for completion in winter 2024. *Tserkez Tsifliki, 4652; limassolgreens.com*

LIMASSOL

PARADOX MUSEUM

With sites in Miami and Stockholm, Paradox brings its mind-blowing museum to Limassol this April. With exhibits designed to trick the eye and a location right on the marina, it's the ideal family day out. *Limassol Marina Street 3601; paradoxmuseum.com*

LIMASSOL MARINA

COLUMBIA SUN

Serving up the best of local Cypriot fare, alongside sushi, champagne and cocktails, Columbia Sun is the beachside restaurant to be seen at this year. Located at Lady's Mile Oceanside, it offers a colourfully eclectic setting on the water's edge. *Lady's Mile, Limassol 3080; columbia-sun.com*

FOUR SEASONS HOTEL

Not to be confused with the Canadian hotel mega-brand, the Four Seasons Cyprus is an independent entity sitting on the sandy beaches of Limassol. It's equally luxurious, however, and the hotel is freshly renovated and ready for a busy spring, reopening its doors on 3 April after an extensive refurbishment. *67 to 69 Amathountos Avenue, Ag. Tychonas, Limassol 4532; fourseasons.com.cy*

AMARA

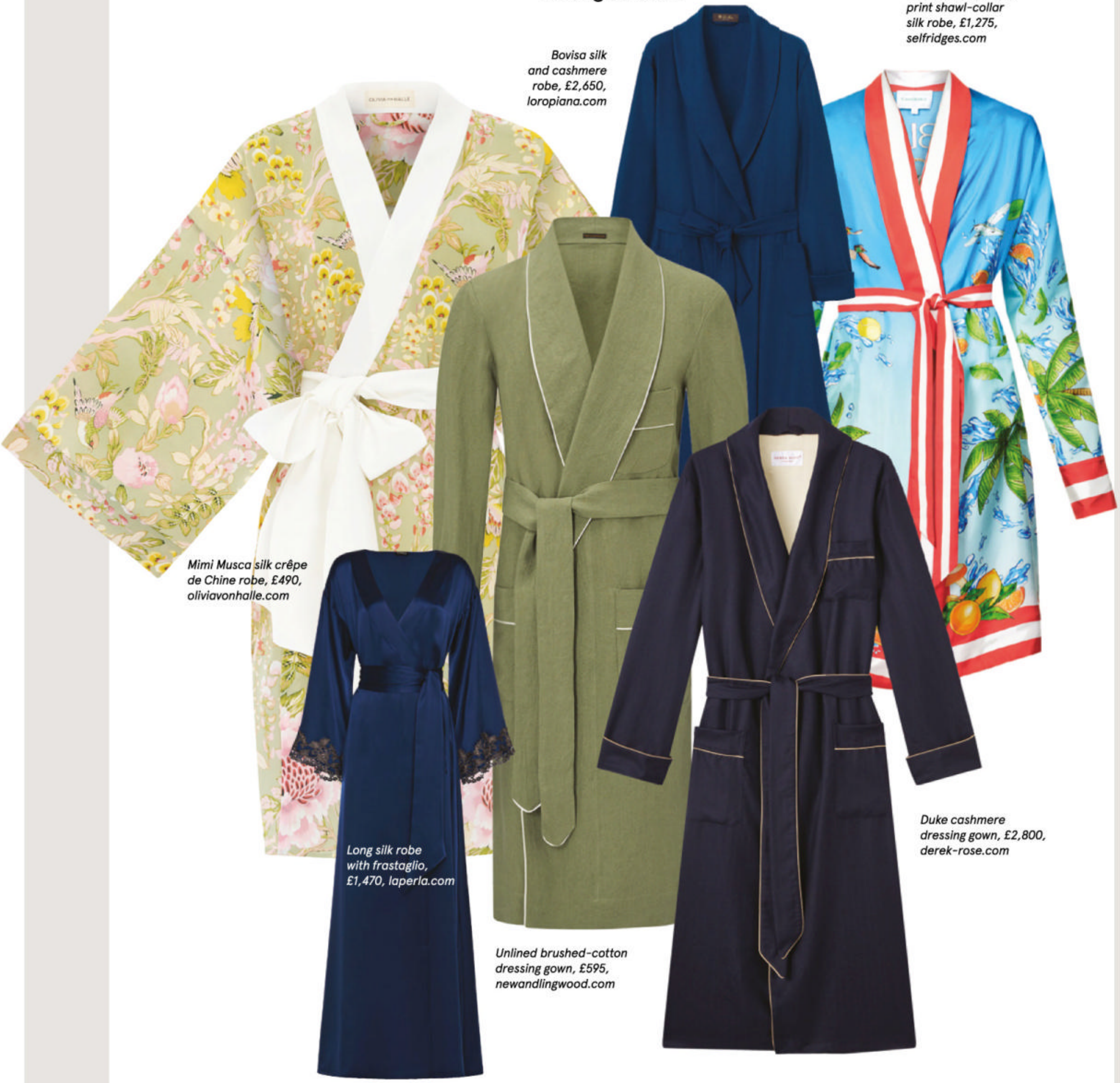
If fine dining's your thing, head straight to Amara. A five-star hotel with seriously smart restaurants to match its rooms, choose between Peruvian-Japanese cuisine at Matsuhisa – designed by David Rockwell and overseen by the iconic Nobu Matsuhisa himself – or the very best of Italian at Ristorante Locatelli, headed up by Michelin-starred celebrity chef Giorgio Locatelli. *95 Amathus Avenue, Agios Tychonas 4533; amarahotel.com*

MEDITERRANEAN SEA

PHOTOGRAPHY: DEC AUDIOVISUAL PHOTOGRAPHY; PARADOX MUSEUM GROUP; AMARA: CYBARCO; ADOBE STOCK

Boat Life Edit

Lounge robes



Casablanca graphic-print shawl-collar silk robe, £1,275, selfridges.com

Bovisa silk and cashmere robe, £2,650, loropiana.com

Mimi Musca silk crêpe de Chine robe, £490, oliviavonhalle.com

Long silk robe with frastaglio, £1,470, laperla.com

Unlined brushed-cotton dressing gown, £595, newandlingwood.com

Duke cashmere dressing gown, £2,800, derek-rose.com

PHOTOGRAPHY: MOREPICS VIA GETTY IMAGES

By **Belle Rice**

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Owners' Club

Living the dream on the world's best boats

For more information about the Owners' Club, email **stewart.campbell@boatinternationalmedia.com**

The Talit family on board their first-ever boat, 35m sailing yacht MyStar, on which they sailed halfway round the world on an epic four-year adventure

PHOTOGRAPHY: ERIC L. IGUALADA

This month: a family finds its sea legs on a far-flung voyage / chartering a boat from a TV show / Eddie Jordan on getting blotto with Bono

BERMUDA
TOURISM AUTHORITY
Official partner of the Owners' Club

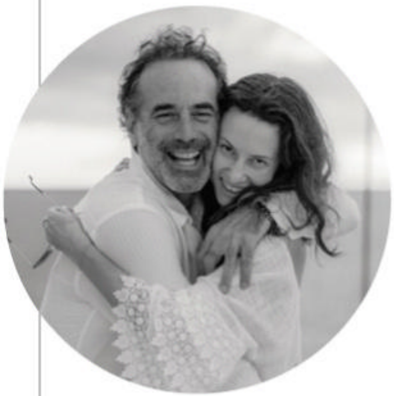
Edited by Caroline White

MyStar is a 35m sailing yacht designed by the late Ed Dubois

PHOTOGRAPHY: COURTESY OF OWNER; ERIC L. IGUALADA

ON
BOARD
WITH

Maya and Liran Talit



He always dreamed of sailing away. She wasn't a sailor but longed for her children to see the world. Thanks to the 35-metre *MyStar*, they both got what they wanted, learns *Risa Merl*

"I had a desire for my kids to be inspired by the world and not just be stuck within four walls for their education," says Maya Talit. "Today the world is changing at such a fast pace, so we wanted them to see the beauty now." Meanwhile, her husband, Liran, was passionate about sailing. Together they forged a plan to take their four daughters on a far-flung sailing voyage that brought both of their dreams to fruition.

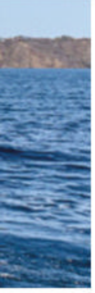
Over the course of nearly four years, the family traipsed halfway around the world on their 35.1-metre Alloy Yachts *MyStar*, from the Mediterranean to the Caribbean, the US to the Galápagos, across the South Pacific and finally back across the Pacific and up to Alaska.

MyStar is not only the first superyacht the couple has owned, but their first boat, full stop. Neither comes from a family of sailors. Growing up, Maya's family hit the slopes instead of taking to the seas, although she notes that despite that fact, her sister somehow became a professional sailor. "We were busy running a global business and travelling for work, so the time never felt right before to buy a boat," Maya says. Instead, they joined friends for boating holidays, mainly on motor yachts, but in his heart, Liran had a soft spot for sailing yachts.

Maya admits that in the beginning she was sceptical about the idea of travelling the world by boat. "It was Liran's passion to be on the water – he got his skipper's licence when he was young and he would go sailing with friends at every opportunity," she says. "I didn't have any interest and I wasn't sure if I would like being on the water, but, as I discovered, the benefits are endless because you are on your own little island. You are in the middle of nature, it's beautiful and private, and you have all your belongings with you. And you go to places you would not be able to get to any other way [than by water]. It's priceless."

The couple splits their time between Israel, London and Athens (where the yacht is currently based), but they've also lived in Hong Kong and

The Talit family voyaged halfway around the globe, learning about the world from their home base on MyStar



The feeling of being in tune with the natural world was a major appeal of being at sea

New York. Liran grew up in Israel, the son of an Israeli media mogul, and Maya hails from Canada. The two met while she attended university in Tel Aviv as part of an entrepreneurship programme. Soon after getting married, they became partners in business as well, starting a successful television channel aimed at providing educational shows for babies and toddlers. Aptly named BabyTV, the channel provided 24/7, advertisement-free programming for kids up to age four. At the time of its inception, in the early 2000s, there was nothing like it. "We wanted to make high-quality content that would introduce colours, shapes and nursery rhymes."

> **"I wasn't sure if I would like being on the water, but I discovered the benefits are endless"**

They moved from Israel to London to set up the business, which was initially launched in the UK and Europe in 2005. The groundbreaking idea proved to be a success and was soon snapped up by News Corporation's Fox International in a partnership deal that helped BabyTV go international, appearing on screens in 100 countries and 400 affiliate platforms in more than a dozen languages. Years later, shortly after the couple purchased *MyStar* in November 2017, BabyTV was sold to Disney. "*MyStar* brought us good luck," says Maya of the boat. "Liran was doing the deals to finalise the sale right after we started out on our trip." He bought the boat for Maya's 40th birthday present, telling her he wanted to sail off with her into the sunset.

At first, they had debated between power and sail. They liked the luxury of a motor yacht but the far-reaching range of a sailing boat – and then broker Roy Klajman of the Sea-Alliance Group helped them define the characteristics of a yacht capable of doing such a worldwide journey.

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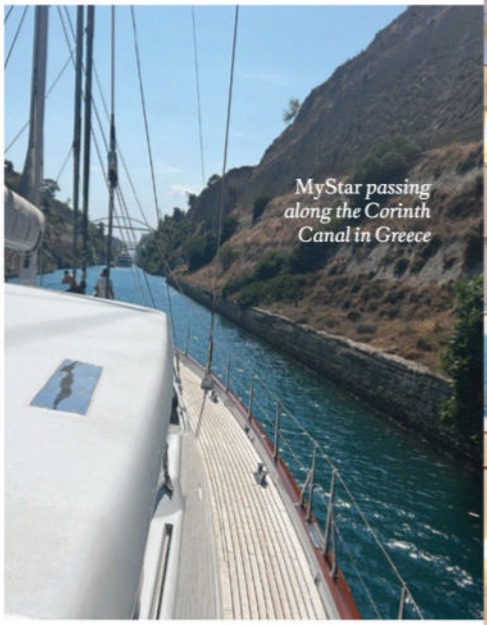
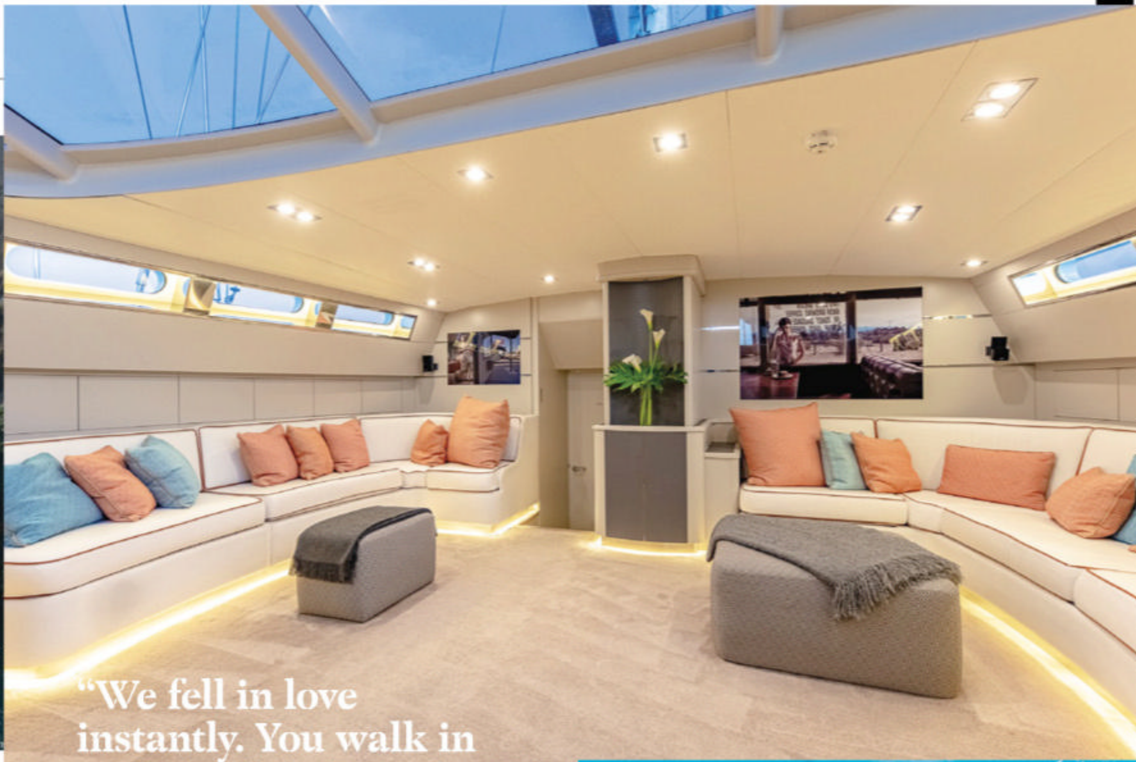


MyStar *passing along the Corinth Canal in Greece*



"We fell in love instantly. You walk in and it's all light with 360-degree views"

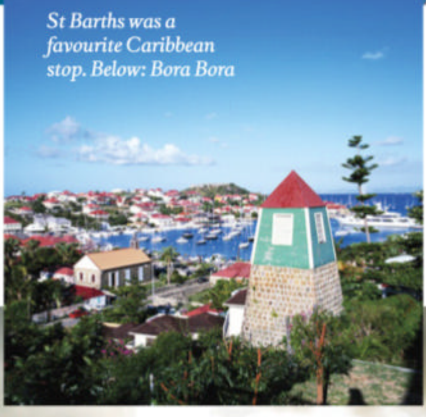
MyStar was the perfect match. "When we found *MyStar*, she was a combination of both. As soon as we saw her for the first time in Saint-Tropez, we fell in love instantly," says Maya. "You walk in and it's all light with 360-degree panoramic views from the wraparound saloon windows. You have a view of everything in front of you and it draws you in."

Launched in 1994, *MyStar* was built by Alloy Yachts to an Ed Dubois design. She had undergone an extensive rebuild in 2015, which included a redesign of the transom. The couple have since kept her up to date and in excellent condition with regular refit work. But what really drew them to *MyStar* was her seaworthiness and spaciousness. A true ocean-going vessel, she draws a reassuring 3.5 metres with a fin keel. "We thought, this is a boat that could sail us anywhere – she's strong and had a good track record for sailing while also being comfortable and elegant," Maya says. "And the cabins were big, and we could bring the nanny." The latter was a crucial point as at the time of setting off on their voyage their kids ranged from two-and-a-half to 14 years old.

Maya says the previous owner had spectacular taste, creating an interior that was cosy and chic, and the yacht already had single beds in the guest cabins, which were perfect for the kids. But they did take time to update the operating systems and sails. "For me to live with my four small kids on board, we did everything to make sure she was as safe as possible." Liran was also guided by the maxim "happy crew, happy cruise", and so they upgraded the crew areas to be as comfortable as the guest areas.

In 2019, they started their journey in the Mediterranean, spending time in Greece and Italy, then crossed over to the Caribbean for winter, calling in at Grenada, Tobago Cays, Mustique for New Year's Eve and St Barths: "We loved St Barths and stayed for some time," says Maya. Then, it was down through the Panama Canal and up to the US West Coast. In California, they took their daughters on a tour of the Meta headquarters, the Tesla factory to see how the cars were made and to SpaceX, where the girls got to touch the rocket that would later be launched into space.

They sailed down the Baja Peninsula and up into the Sea of Cortez in Mexico. "The Sea of Cortez has such incredible nature with whale sharks and seals, and the water is crystal blue and the mountains are red and dry," says Maya. From there, they headed further into nature-rich lands, visiting Cocos Island and the Galápagos. "When we sailed from Cocos to the Galápagos, it was the smoothest sail and then suddenly we entered an area where there was so much life in the sea – whales, dolphins, tuna jumping, birds circling. It felt like we were in an oceanic *Circle of Life*," Maya says. It was these moments of being in tune with the natural world that Maya most appreciates about her time at sea.



St Barths was a favourite Caribbean stop. Below: Bora Bora

MyStar
GEORGE TOWN

A rebuild in 2015 gave the yacht a new transom

In 2020, their trip paused, along with the rest of the world, when Covid-19 hit. The yacht had just arrived in French Polynesia – the family didn't do the crossing but had just flown over to meet *MyStar* there. Within a matter of days, everything shut down. They spent six weeks quarantining in a rental house on land. French Polynesia closed its borders, but allowed free travel within the country to those who were already there. So after the quarantine, they were free to explore the islands. They were stranded there, but there were certainly worse places to be stranded. "We were in Bora Bora without any other tourists," says Maya. "It was paradise – we had gorgeous al fresco dinners every night in Bora Bora for 30 days in a row." They also visited Tahiti, Mo'orea and the Tuamotu island group, where they dived with the sharks at the Fakarava Atoll. "There's a pass where the atoll meets the Pacific Ocean – it's an area where a lot of sea life comes in, and we saw a wall of sharks," she says. "My kids are all scuba divers and multi-certified."

The last stop was Alaska, where *MyStar* sailed up to Glacier Bay. Moored in a bay where glaciers kiss the water's edge, the girls all decided to jump in wearing bikinis and socks for a cold-water plunge. Alaska was also the setting for one of Maya's favourite memories of the trip. They spotted bears on shore, catching fish from a stream that meets the sea, so they boarded the tender in the pouring rain to have a closer look. "We just sat there in the dinghy in the rain and looked on in awe. No one complained they were getting wet or wanted to go in," says Maya.

The experience of living on board and travelling the world has given her kids a different mindset from landlubbers, says Maya. "They are very centred, confident and open-minded. They know themselves well. They feel calm being in nature, and they make friends quickly." Perhaps the biggest influence was on their youngest daughter, who grew up on the boat from toddlerhood. "She's so strong and optimistic and happy," says Maya. "She loves the boat and

The Sea of Cortez was the start of a nature-rich chapter in their voyage

Maya Talit's rules for home-schooling at sea:

CHOOSE THE RIGHT PROGRAMME
"We opted for Laurel Springs. The school is fully accredited, offering Advanced Placement classes and even a model UN club, and graduates have gone on to Yale, Harvard and Princeton universities. It was also user-friendly for the girls to do self-study."

HAVE ACCESS TO TUTORS
"It's always helpful to have some extra support. The girls had some back home in London before we left, so whenever we wanted we could connect with them."

LEARN ACTIVELY WHEREVER YOU GO
"Wherever you go, be active and seek out people who are interesting in the community. Keep your kids engaged. In Corsica we learned about Napoleon. In Mexico we met a shark scientist and helped her research baby sharks. In French Polynesia, we went for a hike and encountered archaeologists digging for ruins, and they found a bone while we were standing there! All these experiences stayed with them."

DON'T WORRY ABOUT SCHEDULES
"Let them run their own schedule. It's not healthy for kids to be starting the school day so early like they do on land. They could make a schedule that suited each of them individually and skip a few days when we were travelling."

KEEP IT FUN
"It has to be fun; they have to enjoy it. Every year we'd ask the kids, 'Do you want to keep going?' It was up to them as much as us."

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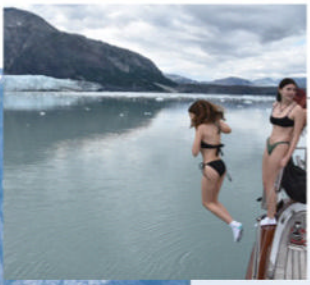
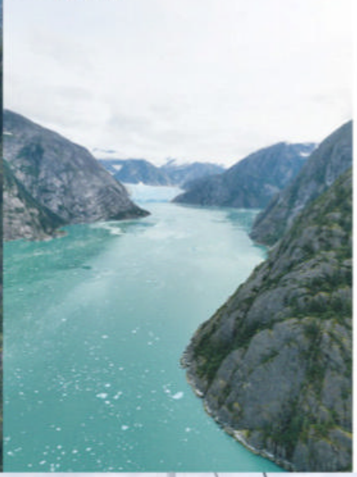
PHOTOGRAPHY: COURTESY OF OWNER; ERIC L. IGUALADA; BUENA VISTA IMAGES VIA GETTY IMAGES; ELMVILLA VIA GETTY IMAGES; WIRESTOCK VIA GETTY IMAGES



Left: Glacier Bay inspired an icy plunge



being at sea. When other kids draw houses, she always draws a boat!"

The trip has also had a positive impact on the family unit overall. "It definitely made us closer," says Maya. "You have to learn quickly to show up as your best self, because if not, everyone else suffers. You learn how to manage your emotions and communicate well. We have a great connection now because of that." The family returned to shore in the summer of 2022 so their eldest daughter could have the high school experience, while the Talits look for inspiration as to what might be the next boat to pique their interest. "My husband loves the idea of building something new, but I still need to digest that," Maya says with a smile.

Though once a reluctant sailor, Maya wouldn't trade the experience of going to sea with her husband and kids for anything. She wholeheartedly recommends an adventure like this to other families who might be keen to throw off the bowlines. "My advice? Don't wait!" ◘

MyStar *is currently for sale with Roy Klajman of the Sea-Alliance Group (roy@sea-alliance.com)*

> **"My kids are very centred, confident and open-minded. They feel calm being in nature, and they make friends quickly"**

QUICKFIRE

Maya and Liran Talit

SPEED OR STYLE?
Style

CHEF OR CHAUFFEUR?
Chef for both of us; we love good food

FIRST THING YOU PACK?
Maya: My colourful bikini

FAVOURITE BEACH?
Fakarava atoll's shell beach (pictured right)

FAVOURITE WATCH?
We don't check the time when we're on the boat

FAVOURITE CAR?
A vintage Jaguar E-type

YOUR IDEA OF LUXURY?
Having a chef on board and dining al fresco in a gorgeous location

PHOTOGRAPHY: COURTESY OF OWNER; ERIC L. IGUALADA; VICTOR WATTS/ALAMY STOCK PHOTO; MLENNY VIA GETTY IMAGES

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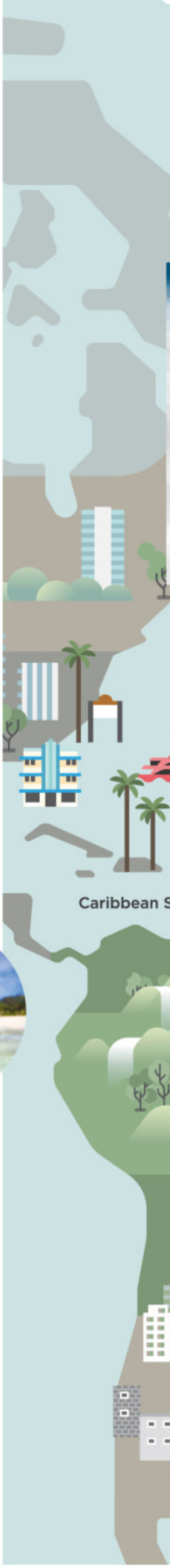
My Life in Boats

Tim Smith, owner of 41-metre IAG *Serenity*

Where I grew up in North Carolina, my friends were not into boating, and you do what your friends do. I didn't have a yacht until I was in my late thirties. In 1997 I went to FLIBS with my son, and we looked at about 40 boats and finally found one I liked, a 30-metre Broward. I kept her for three years, built a 36-metre Intermarine, sold that and built a 24-metre Hargrave, and that brings us to my current yacht, *Serenity*. She is a wonderful boat with six suites, four dining areas, a lift and a large swim platform. **She has more features than any other boat I've had so far, but that's not to say I won't get one bigger.**

We are keeping *Serenity* in the Bahamas for the winter season. I have two grandchildren who love the boat, and, yes, I had to have a big water slide and they can't wait to play with the pigs in the Exumas. **The older I get the more I want to spend time on board enjoying my life.**

I haven't had any negative experiences in yachting. I went into it knowing that it costs a lot of money and crews will be a problem, but once you know that, you learn to deal with it and I've been lucky. In yachting, you make lifelong friends. **You get to meet other boat owners and it becomes like a fraternity; it's the best part of owning a yacht.**



Chris Bouton

Yacht: *Indigo*
Length: 28.5m
Year: 2019
Location: the Bahamas

What is it about the Bahamas that you love so much?
There are a wide range of reasons, from wonderful marinas and beautiful beaches to amazing people. We also admire their conservation efforts for sharks and other marine life. If I had to pick just one reason though, I'd have to say the colour and clarity of the water in the Bahamas, particularly the Exumas, is like nothing I've ever seen anywhere else on my travels

What makes *Indigo* perfect for these waters?
You want to be able to sneak into those hard-to-reach spots, anchor up and be near the beach in shallow water. We've found that *Indigo* can do that quite well and we love that about her. More than anything though, our captain and crew are the reason why *Indigo* is the perfect boat for Bahamian waters – or any other waters for that matter!

What toys do you and the kids get the biggest kick out of?
We have scuba gear and a dive compressor aboard as well as jet skis, a Williams Jet Tender, Seabobs, Scubajets, a FIFISH underwater drone, BOTE floats and foil boards. While they're all fantastically fun, I'd have to say that getting to share the experience of scuba diving and the beauty of the underwater world with my sons is something that I had dreamed of for a very long time and is thrilling to experience

Do you have a favourite restaurant or beach bar?
Our favourite beach bar is the one we set up on any beach we visit. My go-to drink is a secret rum punch recipe that we've perfected over the years, and it hits the spot every time. In terms of restaurants I'd have to say that Xuma on Highbourne Cay is a great place to have a delicious dinner in a gorgeous open-air setting while watching the sun set over incredible shades of blue Bahamian water

Why don't you charter the yacht?
For now, what works best for us is not chartering. We've chartered in the past as well, which also works. But the ability to be flexible with when and where we want to use the boat is a big upside of not chartering

What have you chosen for a chase boat?
I've had Pursuit boats for many years, from a Pursuit OS 345 to a Pursuit S 288. They are well-made boats that can handle almost anything that you throw at them. We're currently using a 2023 Pursuit S 288 named *Iris* as our tender

What makes the perfect day on board?
A day spent together as a family out on the water is almost always perfect regardless of where exactly we are. That said, I'd have to say that being anchored up in some secluded bay with no one else around, 27°C weather and sunny skies, with turtles and sharks swimming by from time to time, is quite close to perfect

Interview **Grace Trofa**

Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from your deck and share your future travel plans

Kim Vibe-Petersen

Yachts: *Q*/*Parsifal III*
Lengths: 52m/54m
Years: 2008/2005

Parsifal III

You charter both your yachts – but do you sacrifice your own time on board if you get a booking?

We've always said for the past 30 years that if the family is on board and we get a booking, we'll jump in the water and swim to the nearest island and live in luxury in a hotel for a week. It has worked well for us so far – both boats perform very well on the charter market. The charter brokers also know we have this approach, so they're never afraid to pitch our boats to their clients

How healthy is the charter market at the moment?

Last year the Med season was absolutely brilliant – the best ever. The Caribbean this year, meanwhile, has been pretty quiet, but bookings are looking very strong for the Med summer, with most of it booked already

What do you think makes a good charter yacht?

We're lucky in that about 70 per cent of our clients are returning because they know that we will deliver. I think that's the secret. It keeps them coming back. Having the right crew is key to this but it's getting harder and harder to find people. Loyalty is becoming a real issue – even if they make tons of money on our boats. If I told you the tips these guys were making you'd give up your job tomorrow!

How do you divide your time between your two yachts?

It was never the plan to have two superyachts! But the *Below Deck Sailing Yacht* team love *Parsifal III*, so we're not in any hurry to get rid of her. I've actually watched only 10 minutes of that show ever, but I hear it's on Netflix now so I guess lots more people are seeing it

Has the television show been good for the boat?

It's a two-way street. Sometimes clients don't want to go on the *Below Deck* boat, because they've seen the show and some of the crazy stuff that happens on board. But it's important to say that what you see on television is definitely not the reality. On regular charter duty, you do not have crew jumping in the spa pool or smoking or sleeping in the guest cabins. That would not be tolerated and any crew involved would have to find themselves another boat pretty quickly. But on the other hand, the show has risen the profile of *Parsifal III* massively. I think my policy of not watching the show is the best one – I really don't want to see what's going on

Parsifal III is available for charter with camperandnicholsons.com

Captain Glenn of Below Deck Sailing Yacht

PHOTOGRAPHY: COURTESY OF OWNER; CAMPER & NICHOLSONS; JENNIFER M SAIA, CHARTER SPECIALIST/MARKETING CONSULTANT, DENISON YACHTING; DENISON YACHTING; ADOBE STOCK; MICHELE WESTMORLAND VIA GETTY IMAGES; KEN KIEFER 2 VIA GETTY IMAGES; LAURENT BASSET/BRAVO/NBCU PHOTO BANK VIA GETTY IMAGES

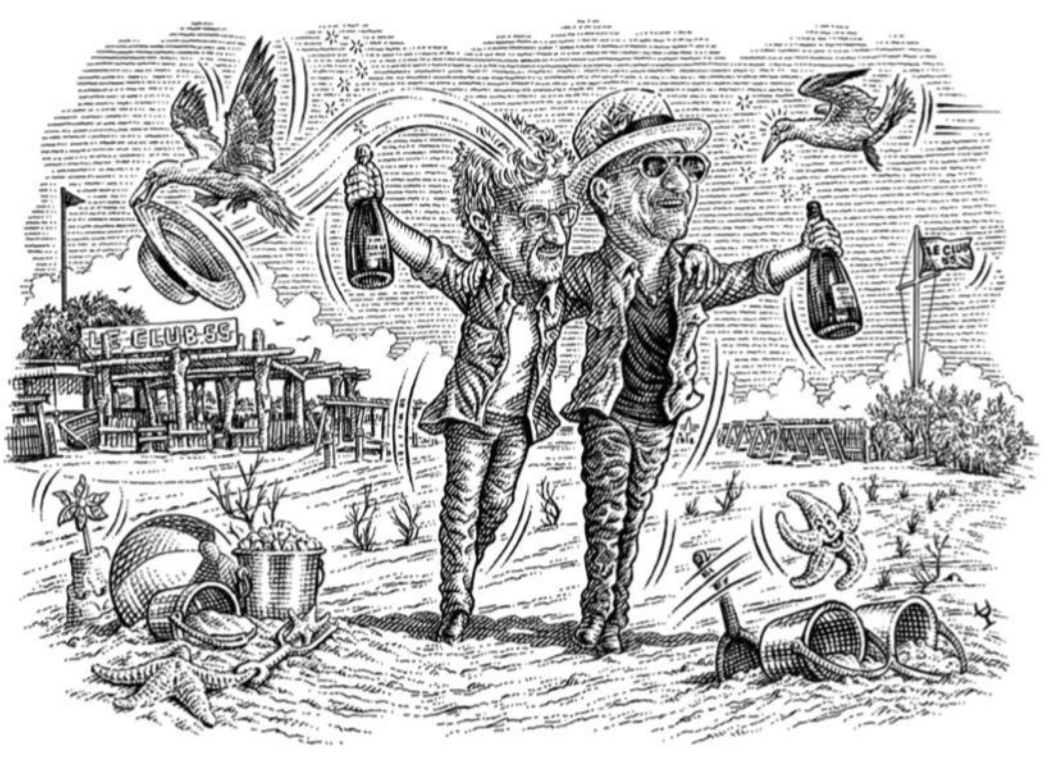
Map Jing Zhang

Lippy from the Liffey

A rocking memoir prompts remembrances of boozy antics with Bono, as *Eddie Jordan* looks forward to cruising for more mischief in the BVIs

I'm currently engrossed in Bono's book *Surrender*. Seriously, go out and buy it now. It's an incredible memoir of his time fronting one of the biggest bands the world has ever seen. He moved to my hometown of Bray after he got married, so I've known him for a million years. We share a love of yachts, Formula One and rock 'n' roll.

I remember an encounter years ago after I had just taken delivery of my 47-metre Sunseeker. On one of my first times on board I took the boat down to Saint-Tropez and booked a table at Le Club 55. The owner, Patrice, said he'd put my party next to some other Irish lads in the restaurant, and it turned out to be Bono and a few of his mates including the artist Guggi, Gavin Friday, and a lyricist called Simon Carmody, who used to be in a band called The Golden Horde. It wasn't long before the abuse started flying between the tables. We were taking the piss out of them and they were doing the same to us, but all jolly and jovial. Anyway, a ridiculous amount of wine got consumed and I eventually called for the tender to get us back to the boat. I then asked the captain to spin the Sunseeker around Bono's boat a few times, and the next thing I knew, Carmody was on the loudhailer, shouting, "Look at ya now. You think you're a big man in your big boat, you little bollix!" It was hilarious and probably the most Irish thing ever.



Actually, that's not quite true. The most Irish thing ever happened during one Monaco Grand Prix, and U2 were involved yet again. My good mate Liam Cunningham, who you will know as Davos Seaworth from *Game of Thrones*, was staying with me. He had just starred in a movie called *The Wind that Shakes the Barley*, which was being shown at the Cannes Film Festival at the same time as the Grand Prix. I was crazily busy, getting dragged all over the place, and Liam went to meet Bono and the boys at a restaurant on the beach. A few hours later, my captain, Patrick, was on the phone telling me we needed to find Liam and it was an emergency. He was eventually discovered absolutely legless with U2 at this restaurant. I mean seriously comatose. He couldn't stand. The emergency? The movie had only gone and won the Palme D'or in Cannes, so U2 and the boys had to drag him to Cannes, get him dressed up and let him loose on the red carpet. I mean, unbelievable.

I should probably mention that the Oyster 495, of which I own hull No 2, won European Yacht of the Year at the Düsseldorf Boat Show. One of the judges, Toby Hodges, said: "The 495 offers consistent passage making speeds in real voluminous comfort – whether enjoyed from the deep cockpit or the best-in-class aft cabin." Couldn't have said it better myself. It's a big honour and hats off to Paul Adamson, my old captain and now chief commercial officer of Oyster, who really pushed for us to enter. It was my boat the judges inspected and everyone was a little nervous as the design of *Tuga* is a little eccentric, but they loved it. We never expected it, so everyone is very, very happy with the award.

I'm getting back on the water this month after recovering from my leg op. Finally I'll have some more sailing stories to tell you! We've chartered some catamarans in the BVIs and there'll be plenty of mischief, I'm sure, as the Jordans go cruising. There's lots more sailing to come in 2023 after that. When *Blush*, my Perini, sells, I think that might be the end of the road for me and big boats. But never say never. I notice *Ngoni*, the 58-metre Royal Huisman, has just been listed for sale. That boat is gorgeous and I know her owner, Tony Buckingham. I wonder if he'd do me a deal... ◻

Eddie Jordan's fee for this column has been donated to charity

Illustration **Dave Hopkins**

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QUIET REVOLUTION

OF LATE, IT SEEMS THAT A METRE IS NO LONGER A METRE. BOATS ARE GETTING BIGGER WITHIN THE SAME ENVELOPE, BUT USUALLY AT THE EXPENSE OF FLUID LINES. NOT THE NEW MANGUSTA 165 REV, WHICH HAS GROWN WITHOUT LOSING ITS GRACEFUL APPEARANCE, SAYS *CECILE GAUERT*

The 165 REV's sundeck is $9m^2$ larger than on the original 165, yet it is just as discreet in profile

“I drew inspiration from the luxury sports cars of the 1920s and 1930s,” says designer Igor Lobanov of the exterior of the new Mangusta 165 REV, a reinvention of the yard's successful 165 model. Look for the line that drops beneath the top window right after the long foredeck: it mirrors the line in an old-fashioned car with a long bonnet. “People used to sit down low behind huge engines and the line used to drop immediately after. That is how this idea came to me,” Lobanov says. “But the reason we needed to do that was that the shipyard required [us] to place the owner's suite on the main deck. A key difference between the two Mangustas (the 165 REV and the original 165) is here, in the front end, we have two decks instead of one, and you can't tell the height difference.”

That's true. The award-winning Mangusta 165 REV – which took home the prize for Outstanding Exterior Design at the 2023 *BOAT International* Design & Innovation Awards – appears the same as its predecessor but is in fact a radical reinvention.

Breaking free of a formula that has worked well in a business environment is never easy. It is also quite expensive – requiring development, engineering and new moulds. Mangusta sold 12 of the 165s designed by the late Stefano Righini as the brand's flagship, in about as many years. Tweaks followed the first few deliveries, customisations that the shipyard adopted down the line – a lower bulwark here, bigger windows there – but fundamentally the design remained the same. The changes represented an evolution rather than a revolution.

But with the change in tastes and boating habits, the time had come for a more definite renewal in Mangusta's successful Maxi Open line. The first of the Revolution projects in Mangusta's line of fast boats was the Mangusta 104 REV. The Italian shipyard worked with Lobanov Design on the new model, which received great reviews when it appeared at the Cannes Yachting Festival in 2021. Simultaneously they worked on the flagship, but that revelation would take another year. The Mangusta 165 REV debuted a year later, at the 2022 Monaco Yacht Show.

The relationship between the Barcelona-based designer and the Italian shipyard has been a good one. It was Mangusta that approached Lobanov. “We contacted Igor Lobanov because we were really impressed by the projects that he designed between 80 and 110 metres. We were not sure he was interested in designing smaller yachts; we were pleasantly surprised about his decision to collaborate with Mangusta,” says Mangusta group CEO Maurizio Balducci. “Furthermore, Lobanov really liked the Mangusta yachts, and he was really enthusiastic to work with us on the design of these new projects.”

Mangusta does nothing in a hurry. The family-owned shipyard is thoughtful and deliberate. The gestation was long, even before the development work started with Lobanov in 2018.

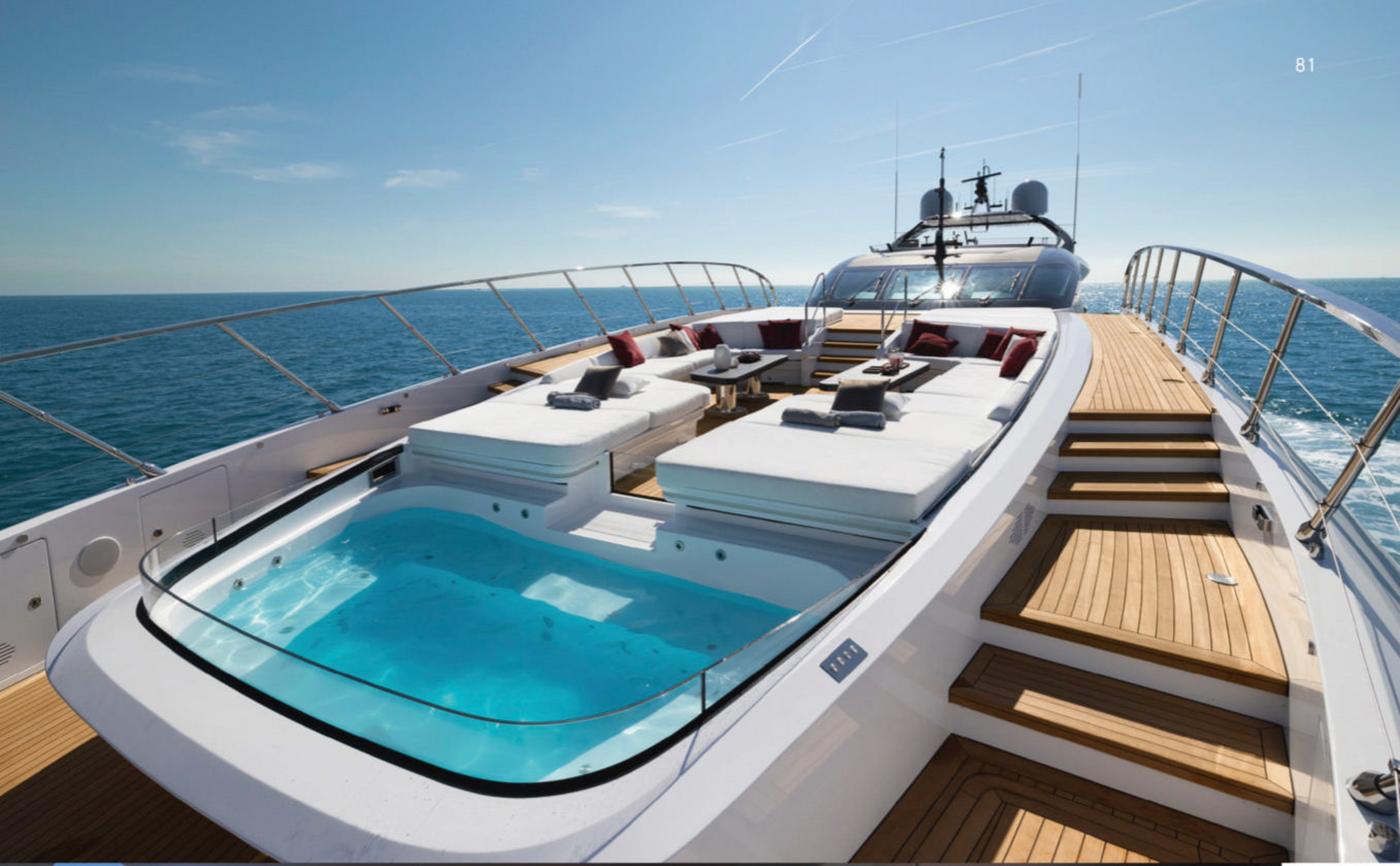
“We did work for years on several projects and only when we were satisfied with the new 165, we decided to start the production of a new line,” Balducci says. “The difficult part was to find something to better the previous model. We focused on the increase of efficiency, consumption reduction and optimisation of the onboard space. We paid special attention to the owner's suite, which we moved to the main deck, creating a unique space for this category of yacht and keeping the sport line of the yacht.”

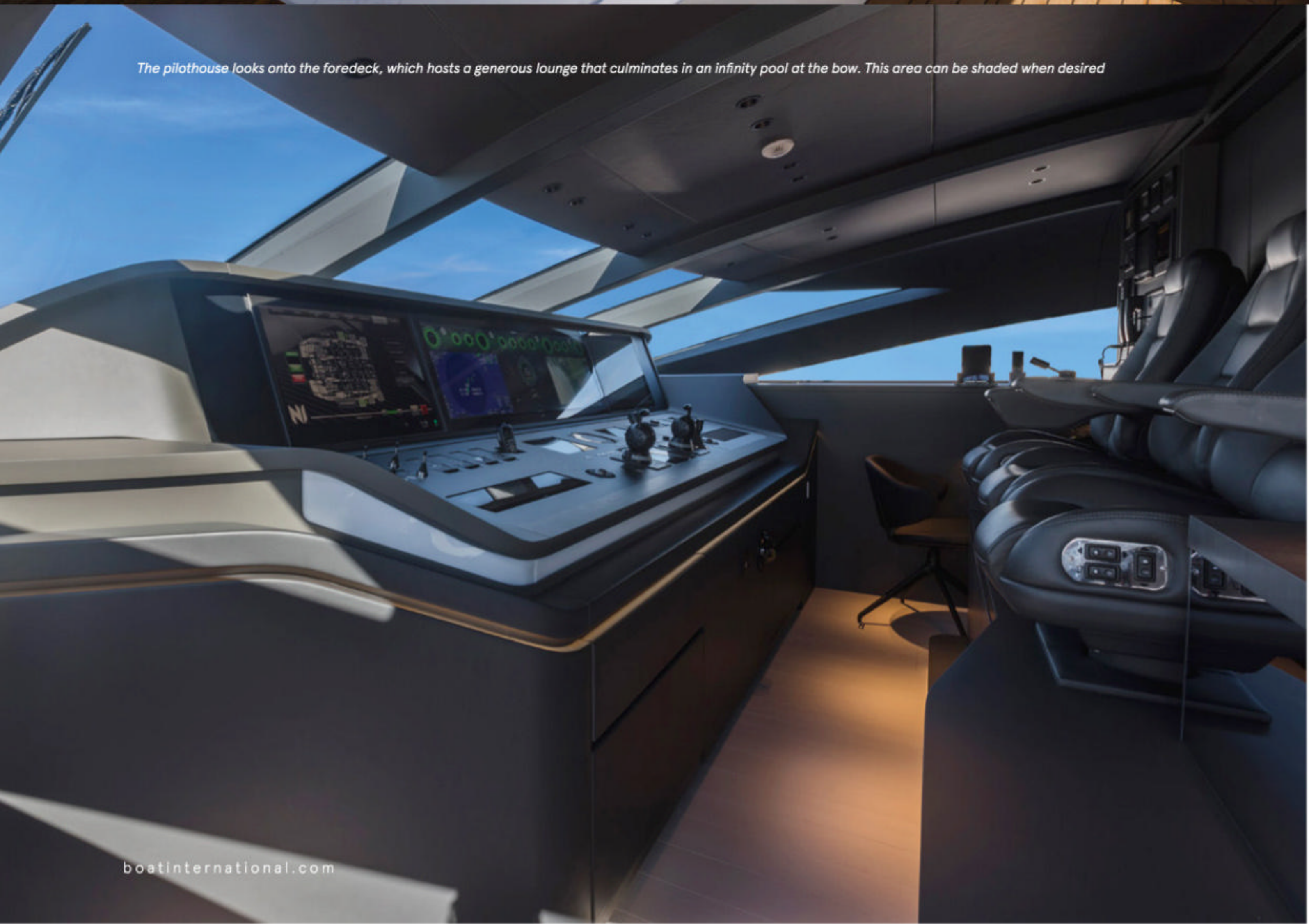
If at first glance, the Mangusta 165 REV doesn't appear that different from the original, think again. This yacht feels so much larger – while remaining below the 500 gross

In perfect command

In the original concept of the "open yacht", the wheelhouse is a visible part of the main deck, usually front and centre, in front of an array of high-quality helm seats. While revising its flagship over the years, Mangusta Yachts modified the setup. The shipyard eventually split off the wheelhouse from the main saloon and enclosed it behind a bulkhead in the preceding 165 model, and now it has raised it. It sits on its own a few steps up from the main deck. While only accessible via the port side, it remains a feature for owners enamoured with the performance of their fast yacht. No one looking to reach top speeds in the 30s will be immune to the allure of a stylish and high-tech dash, even if they choose to go 11 knots most of the time. Böning, in collaboration with Elettromare, a division of the Mangusta Group, made the good-looking setup on *N1*. The equipment is by Furuno, Rolls-Royce/MTU, Kongsberg and Sperry Marine, among others.

The wheelhouse is finished in colours well suited to formal wear in a combination of leather, grey Alpi wood, polished metal with a mirror effect by Rimex, parquet flooring and lacquered panels.





The pilothouse looks onto the foredeck, which hosts a generous lounge that culminates in an infinity pool at the bow. This area can be shaded when desired tonne threshold at which additional regulations would apply, naturally.

It is a mind-bender as well. It is nearly impossible to decipher what the inside is like from the outer profile. The best way to appreciate the vast differences between the inspiration and the current iteration is to look at the yacht at night, when lights inside make the sheer quantity of glass obvious, Lobanov says.

A superyacht designer who preceded studies in car design in Turin with a degree in mathematics, Lobanov got to assess the reaction of people discovering his design in Monaco. He helped take a steady flow of clients, brokers, judges and media through the first Mangusta 165 REV, named *N1*, at the show.

"I had a lot of fun. I enjoyed seeing people with their jaws dropping every time they entered the master bedroom," he says, reminiscing about the action-packed few days in Monaco.

I was one of those people. I couldn't help but let out an involuntary "wow" as I set foot in the owner's suite – so much for my game face.

It was apparent from the get-go that things were different on this new 165. Upon entering the main saloon, even with boats on both sides, the effect of the large windows and high ceiling is

IT IS A MIND-BENDER, IT IS IMPOSSIBLE TO DECIPHER WHAT THE INSIDE IS LIKE FROM THE OUTER PROFILE

N1's owners opted for inside dining to complement the outdoor dining space aft on the main deck (opposite page, bottom). The light interior has parquet flooring, lacquered panels and painted ash, with ocean storm marble on the bar, dining table top and television surround

extraordinary. The ceiling at the centre is already more than two metres, but it appears to be more than three metres on the sides, because where there would normally be solid fibreglass above the windows' top frame, there is more glass.

Impressed already but a bit disoriented, I follow my guide from the main saloon, down a slight slope to the fore end of the deck and pass unknowingly under the wheelhouse. Here I find myself at the threshold of a huge, mostly carpeted space, with windows so much bigger than they appear from the outside, where in the grand scheme of the whole yacht, they seem modest additions. With painted surfaces judiciously added, from the outside these forward windows visually register as a line, not unlike the Nike Swoosh, above which are a few more windows in the grey register. On a side profile photo, look for the rectangle near the triangles toward the front of the boat – that window is about one metre high. It's hard to fathom.

At the threshold of the owner's suite is a seating area then an arch and curving steps down to the bedroom proper, which has a round bed located off centre that was custom built for the owners.

Placing the owner's suite forward on the main deck is not that new, especially for a yacht that is 50 metres in length – it's more the norm than not these days. But the builder and designer did not

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In the main saloon, the glazing extends all the way up to the ceiling; it's a stunning treatment that visually raises the ceiling, which is already higher along the edges

just move the bedroom up, they reinvented the space without losing sight of the original Mangusta 165's traditionally flowing appearance. This feat results from a productive and close collaboration between the designer and the yard's in-house engineering department.

"The Lobanov design is amazing and innovative. What was really striking is the way he conceived and developed the windows of the owner's cabin in the Mangusta 165 REV. A huge window perfectly integrated into the hull," Balducci says. For his part, Lobanov says he very much enjoyed working with the engineering team who helped translate his vision into a stunning reality.

Inside, the owner's suite is grand – it is 92 square metres, so quite large, but it seems even more so. "I realised how important it was to give this (space) three or four steps to change the height. We have not increased the gross tonnage, we shifted it," Lobanov says.

To make this happen, the builder had to raise the forward section of the deck, above which is a spacious outdoor lounging area. The difference in elevation on the forward main deck is hard to grasp at first glance. Overall, the new Mangusta is about 60 centimetres taller than the previous one, something a captain would want to know when clearing a low bridge but very hard to notice when the yacht is in its marina slip.

The owners of the first hull worked with the shipyard's in-house team on the interior material

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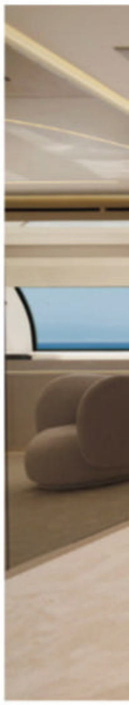
“I ENJOYED SEEING PEOPLE WITH THEIR JAWS DROPPING EVERY TIME THEY ENTERED THE MASTER BEDROOM”

The owners worked with Mangusta on the decor. It blends nubuck, lacquered panels, white ash and bronzed mirrors. The central owner’s bathroom (below) is finished in white onyx



The owner's suite is $92m^2$ with a ceiling height of 2.1m. Lobanov Design broke up the vast space by adding stairs. Below right: the dayhead features nero Marquina marble

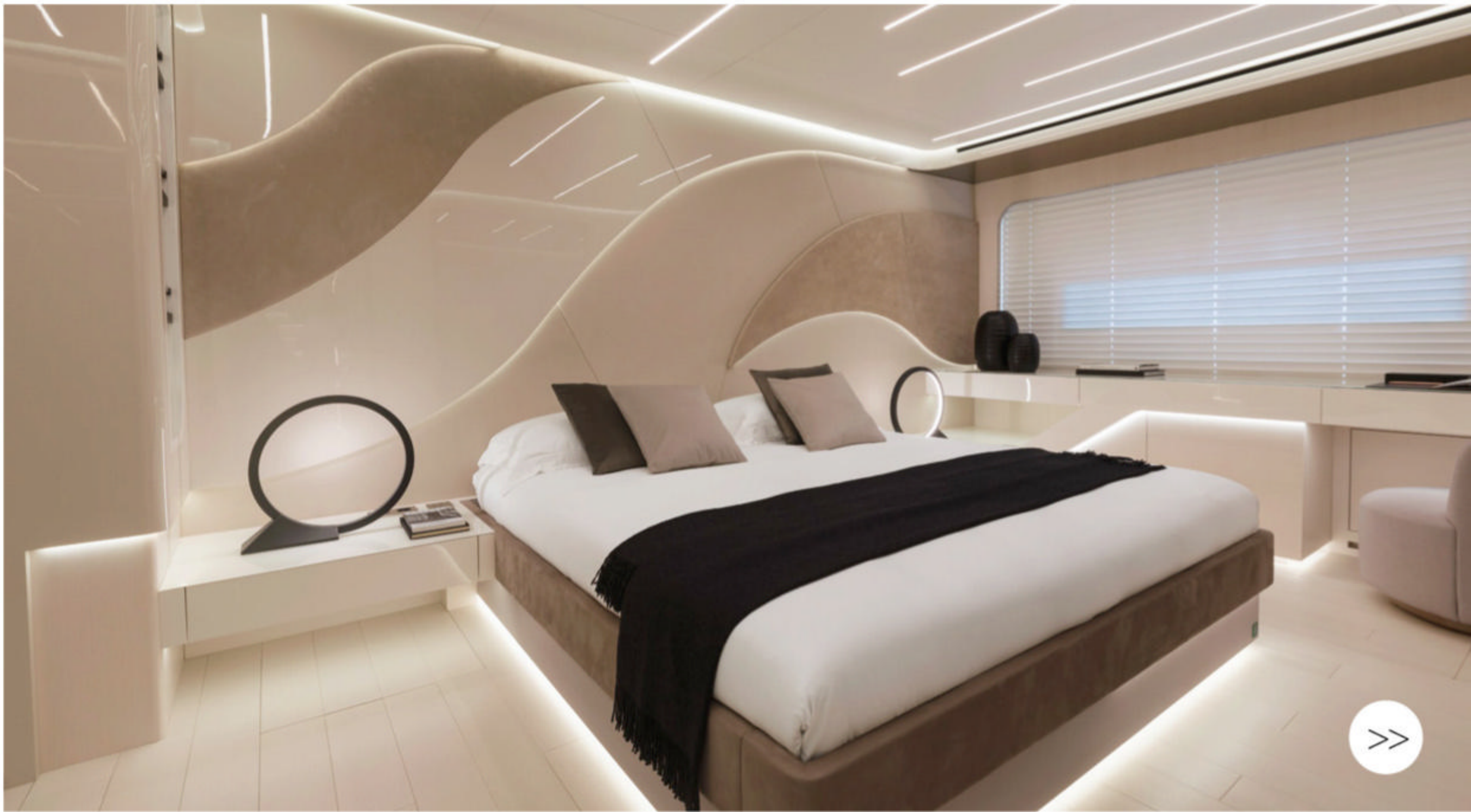
selection, a mix of nubuck, lacquered panels, smoked mirrors and plush carpet. The colours in the beige scale, the curves and the light patterns give a retro-modern vibe, a bit *Star Trek: The Next Generation.* I like the look, but with this kind of space anything is possible. It could be completely different and more luxurious still.

Fundamentally, the designer and builder reinvented the yacht's layout, and from the black line of windows on the lower deck up, the Mangusta 165 REV is a brand-new yacht.

Closer to the original are the hull and the engine space, with quad MTU engines coupled to four waterjets giving a yard-specified top speed of 34 knots, although in sea trials the first hull exceeded that. Even here, however, the shipyard has tweaked the hull lines and improved the tech over the years, and fuel efficiency has increased significantly. The construction material has also changed slightly with the addition of a bit more carbon fibre.

"Structurally the boat has been completely redesigned, using FEM analysis," Balducci says. "We paid a lot of attention to weight reduction, which is one of the major elements that contributes to reducing (fuel) consumption. Thanks to the hull and weight optimisation and the propulsion package improvement, the fuel consumption has been reduced about 30 per cent at a speed of 30 knots, compared to the first generation of Mangusta 165. At 11 knots the (semi-displacement) Mangusta 165 REV burns (the same amount) as a displacement ship, and thanks to the stabilisers you can cruise at this speed with maximum comfort."

Five spacious guest cabins, including a full-beam VIP (below, above left and opposite page, bottom)*, are found on the lower deck*



The space distribution down below is also new, starting from the significant addition of a beach club. In the previous hulls, the crew area and a compact galley were at the back.

"We said, 'this is wrong, this is an outdated configuration'," Lobanov says. "It forces the crew to pop up in the saloon." He suggested moving the crew area forward where they enjoy more independence and can circulate without having to cross the main guest areas. It is now below the vast owner's cabin and has a larger galley than in previous boats.

The addition of a beach club mandated finding a different solution for the tender garage as well. It is now positioned in front of the engine room space, with a side door opening. It's a handy extra buffer separating a full-beam VIP suite from the engine room.

Each yacht is customised: on *N1*, the owners chose to use some of the beach club space to create a hammam, dayhead and storage for toys, but the beach area could remain an open space. In combination with a large bathing platform, it is a substantial open-air recreation area.

Despite these additions and the larger galley, the yacht has five generous guest cabins below, four of them with equal amounts of space, plus the VIP, all with private en suites, naturally.

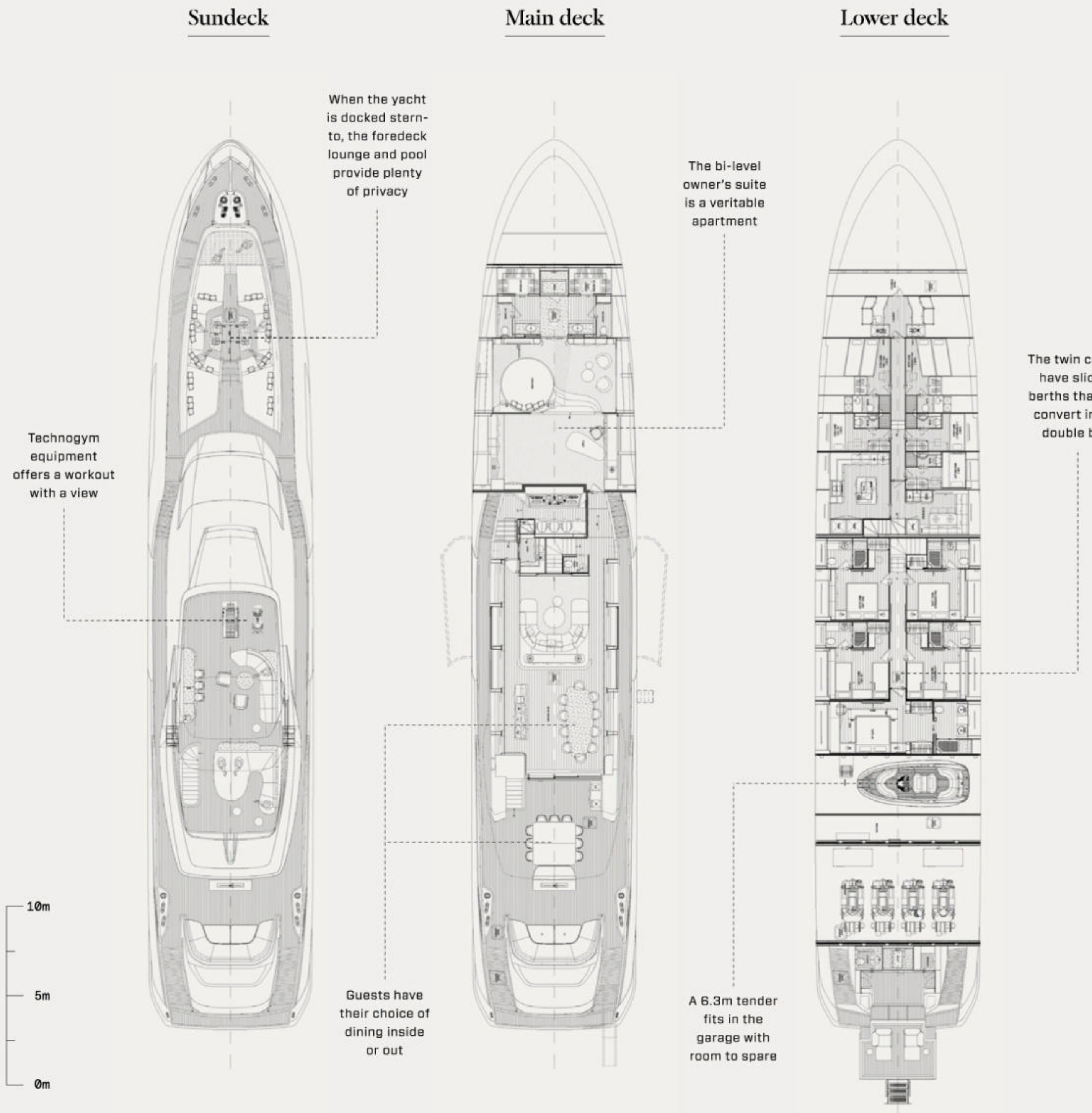
Above deck, the spaces are just as impressive. Mangustas were born to the Mediterranean lifestyle, so it is in their nature to offer ample outdoor spaces. The new 165 REV has more than ever. Two drop-down balconies off the main saloon are 18 square metres each. The sundeck is a generous 69 square metres. The aft deck is another major space for entertainment, at 71 square metres. And then, of course, there is that substantial forward lounge. The side decks are also comfortable to navigate.

"All the guests who visited the Mangusta 165 REV at the Monaco Yacht Show were really impressed by these kind of features, never seen before on this kind of yacht," Balducci says. The design makes it feel as if a metre is now more than a metre. It does seem a little magic was at work in the creation of the Mangusta 165 REV. ◘

New to this model are the beach club, which features armchairs from B&B Italia, and the balconies that unfold on either side of the main saloon

N1

Mangusta


Sundeck

Main deck

Lower deck

When the yacht is docked stern-to, the foredeck lounge and pool provide plenty of privacy

The bi-level owner's suite is a veritable apartment

The twin cabins have sliding berths that can convert into a double bed

Technogym equipment offers a workout with a view

Guests have their choice of dining inside or out

A 6.3m tender fits in the garage with room to spare

LOA 49.9m

LWL 43.1m

Beam 9.2m

Draught 2m

Gross tonnage
499GT

Engines
4 x MTU 16V 2000
M96L, 2,600hp

Waterjets
2 x Kamewa S4-71;
2 x Kamewa B4-71

Generators
2 x Kohler EFOZDJ-ES
125kW

Speed (max/cruise)
34/30 knots

Range at 30 knots 650nm

Fuel capacity
40,000 litres

Freshwater capacity
4,000 litres

Owners/guests 12

Crew 10

Tender Williams
DieselJet 625

Construction
Composite hull
and superstructure

Classification
ABS ✠ A1, YACHTING
SERVICE, (E), (✠) AMS

Naval architecture
Overmarine Group

Exterior styling
Lobanov Design,
Overmarine Group

Interior design
Overmarine Group

Builder/year
Mangusta/2022
Viareggio, Italy

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mangustayachts.com

Flying the flagship

It was to be Britain's most iconic boat – a floating showcase sailing around the world drumming up post-Brexit trade. It was also shipbuilding's biggest and most complex competition. *Kate Lardy* talks to the finalists of the ill-fated national flagship programme – shelved last autumn due to government cuts –and finds out if there is any hope of a resurrection

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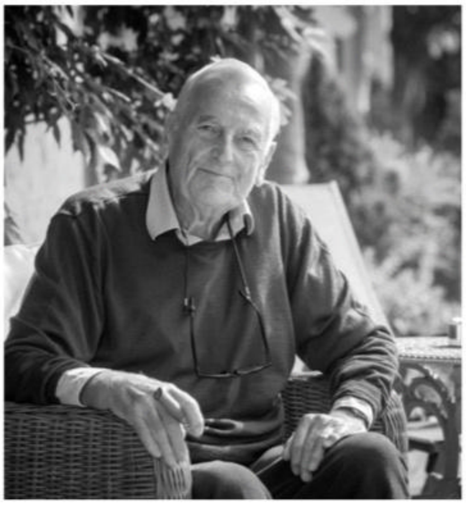
It started with the best of intentions. The proposed national flagship was to be the "jewel in the crown" of the government's new shipbuilding strategy, said defence secretary and shipbuilding tsar Ben Wallace in July 2021. It was not, as some of the press called it, a new "royal yacht" and replacement for HMY *Britannia*, now docked in Edinburgh as a tourist attraction. Its primary function would be to boost trade and drive investment into the British economy by hosting exhibitions and trade fairs. It would also be a diplomatic tool, voyaging around the world to entertain and accommodate dignitaries and heads of state as a floating embassy. Moreover, the ship would be built in the UK by British artisans, showcasing their skills and expertise with leading-edge technology, to be, as Wallace pronounced, "the greenest ship of its kind".

Royal Yacht Squadron member Ian Maiden had been advocating for this long before prime minister Boris Johnson first announced the programme on 30 May 2021. The lifelong sailor and successful businessman has been passionate about it since the Royal Yacht *Britannia* was decommissioned in 1997, and even went as far as commissioning the late, great yacht designer Jon Bannenberg to draw a concept to succeed it, but he has always and purposely avoided the nomenclature "royal yacht". He was struck by the fact that £3 billion in UK trade deals were signed off on board *Britannia* in her last three years of service. "That was a very significant thing because the yacht was never intended as a sales platform. And it occurred to me at the time that because we're a maritime nation, it seemed sensible to have a custom-built ship for trade promotion," says the fiercely patriotic Maiden. "There's a tendency in Britain not to be proud of ourselves, and we should be proud of our achievements."

Maiden was perhaps the driving force behind the competition. "I was the first one that got Boris Johnson to take it up. I kept on pestering him," he says. Maiden had used the term "national flagship" and the build



estimate of £200 million to £250 million in his letters to the prime minister before Johnson announced a vessel of the same name, which was later given a budget of the same amount. Coincidence? He doesn't think so.

He is quick to point out that the flagship would have a cachet for diplomatic meetings and trade fairs that far eclipses any five-star hotel, putting it in an excellent position to harvest the demand for British exports from fast-growing Commonwealth economies. "For example, India has a vast new middle class that is almost as big as the whole of the British population... I could see the ship in Mumbai, the Band of the Royal Marines, floodlights, red carpet and the president of India on board, followed by a sea day. That degree of commercial impact is unavailable in a land-based venue," says Maiden.

Under World Trade Organisation rules, bidding for the project would typically be open to international yards, but there's an exception for ships built for defence. So the national flagship, although essentially a passenger ship, would have an element of defence to it, overseen by the Ministry of Defence (MoD), crewed by the Royal Navy and built by a British shipyard. Although exactly how it would be used for defence remains highly confidential, protected by strict non-disclosure agreements with all parties in the design competition.

Twenty companies – builders, designers and naval architects spanning the commercial,

> "THIS IS PROBABLY THE MOST COMPLICATED DESIGN PROJECT ANY OF US HAVE EVER BEEN INVOLVED IN"

THE RISE AND FALL OF THE NATIONAL FLAGSHIP

DECEMBER 1997
The last royal yacht, HMY *Britannia*, is decommissioned and lives out her days as a floating museum in Edinburgh

APRIL 1998
Ian Maiden registers the New Flagship Company, not to revive the idea of a royal yacht, but to commission a ship that would promote trade and represent a great maritime nation. He has Jon Bannenberg design a suitable vessel

1999
The Labour government rejects the New Flagship Company's plan with the reasoning that a trade asset available to one EU member and not to the others would be unfair

2005 TO 2010
Commonwealth secretary-general Emeka Anyaoku asks to participate in the New Flagship Company's initiative, which would incorporate Commonwealth trade interests. It fails to receive sufficient Commonwealth funding

31 JANUARY 2020
The UK leaves the EU, enabling it to take on independent trade arrangements

30 MAY 2021
Prime minister Boris Johnson announces the build of a national flagship as, "the first vessel of its kind in the world, reflecting the UK's burgeoning status as a great, independent maritime trading nation"

28 JULY 2021
A "National Flagship Engagement Day" is held for all interested parties in Greenwich. Defence secretary Ben Wallace says, "I want the grandparents of the future to boast to their grandchildren and say one day, 'I helped to build that ship!'"

MID-AUGUST 2021
The MoD issues the Pre-Qualification Questionnaire (PQQ), which requires any interested party to show its technical competence, financial good standing and adherence to MoD standards and processes

EARLY OCTOBER 2021
A second Industry Day is held for the companies that passed the PQQ process. After it initially advised that it would fund bids from an unspecified number of bidders, the MoD backtracks and announces it would not fund any bids

MID-OCTOBER 2021
MoD issues a long and comprehensive statement of requirement

military and superyacht industries – responded to the pre-qualification questionnaire and were deemed eligible to bid. Then, after learning what the process would entail, some dropped out. It was to be a tremendous amount of work done free of charge, as the MoD was not funding any of the bids. The period allotted between the MoD's feedback for the preliminary design work and the deadline for the full bid was particularly compressed at just over two months, during which time thousand-page-plus submissions would have to be prepared. The only way forward was to join forces to form consortiums and divvy up the immense workload. Ultimately, four teams, each made up of a core group of companies and supporting players and revealed over the following pages, made complete bids.

The competition was far from a beauty contest. In fact, convening the aesthetics panel was to be one of the last steps in deciding the winner. Firstly, the teams had to prove they could handle the technical requirements, providing detailed structural drawings and stability analysis early on. For those accustomed to the commercial world, "the process seemed a little bit back to front," says Nick Roe, project director for the consortium Team New Flagship Company, who used to project manage new-build ships for Carnival.

Opposite page: lifelong sailor and businessman Ian Maiden was an early advocate of a custom-built ship for trade promotion. Below: HMY Britannia in Hong Kong in 1997

The designs needed to sleep at least 36 passengers, including unspecified "VVIPs", and 52 Royal Navy crew, as well as take 256 guests to sea for short voyages. The public spaces on board had to be able to host conferences, trades shows, banquets and receptions – perhaps simultaneously, with an underlying and complicated choreography that would not have the various parties on board crossing paths.

The judging used a points system. "There were the must-haves, such as the exhibition and conference space, a sizeable reception room and meeting rooms, but also separate security routes for VVIPs that didn't conflict with the routes other attendees would take. In addition, there were aspirational elements, like more space for the Royal Marines Band. You scored on every single point. You had to have the must-haves, and any of the aspirational things, like extra cabins or another exhibition space, would give you extra points," explains Stephen Payne, consultant for Team Harland & Wolff, whose team, like Team Signal, racked up points by accommodating 42 extra support staff on board. "You had to demonstrate that you could properly accommodate 200 people in various scenarios, but for every three extra people, you got an additional point," adds Dickie Bannenberg of Team Signal. "The scrutiny of it, the assessment of it… there's just no equivalent in yachting."

All of this had to be wrapped up in a design that illustrated the themes of diversity, heritage, flexibility, sustainability and ingenuity. "I'm sure that all the people who went as far as we did would agree that this is probably the most complicated design project any of us have ever been involved in," says Mark Whiteley, co-designer of Team New Flagship Company's bid.

One glaring omission in the MoD's copious documentation was any reference to the royal family. Yet the press still latched onto the idea of a royal yacht, which fuelled critics' objections and polarised the project. With a cost of living crisis unfolding, the vessel's £250 million build cost that was estimated by the MoD appeared wasteful to opponents, while proponents championed the jobs the build and trade fairs would create. Amidst political upheaval within the Conservative Party, the programme was ultimately suspended on 7 November 2022, with an announcement from Wallace that the Shipbuilding Office would prioritise the build of two Multi-Role Ocean Surveillance ships in light of Russia's attack on Ukraine.

With the competition terminated, the teams are now able to lift the shroud of secrecy that surrounded their designs. Here they each reveal – as Maiden puts it – "an oven-ready design for the superyacht market".

PHOTOGRAPHY, PREVIOUS PAGES: ADOBE STOCK; UNIVERSAL HISTORY ARCHIVE/UNIVERSAL IMAGES GROUP VIA GETTY IMAGES. THESE PAGES STU/ALAMY STOCK PHOTO; DAN GROSHONG/POOL/AFP VIA GETTY IMAGES; GEOFF PUGH/SHUTTERSTOCK

LATE DECEMBER 2021
Preliminary design deadline for each consortium

MID-JANUARY 2022
The MoD meets bidders to give feedback on preliminary information

LATE MARCH 2022
Deadline for the full design bid from each consortium

22 APRIL 2022
The Aesthetics Panel, which was meant to convene at McLaren Technology Centre on 25 April, is cancelled, purportedly due to reasons relating to Ukraine and parliamentary business. It was to judge the two shortlisted design bids, Team Signal and Team Harland & Wolff

LATE MAY 2022
A design winner was to be announced around this time, but instead the competition begins to stall among increasing political upheaval in the Conservative Party

7 JULY 2022
The programme's champion, Boris Johnson, confirms his resignation as prime minister

6 SEPTEMBER 2022
Liz Truss takes office as the next, and ultimately the country's shortest-serving, prime minister

23 SEPTEMBER 2022
When Chancellor Kwasi Kwarteng announced a spree of tax cuts to be funded by borrowing at a cost of around £50 billion, it triggered chaos in the UK economy and causes the global markets to panic

24 OCTOBER 2022
After Liz Truss resigns, Rishi Sunak becomes prime minister

7 NOVEMBER 2022
Defence secretary Ben Wallace announces that the competition is terminated and the national flagship programme suspended

2024 TO 2025
The original target for the national flagship to enter service

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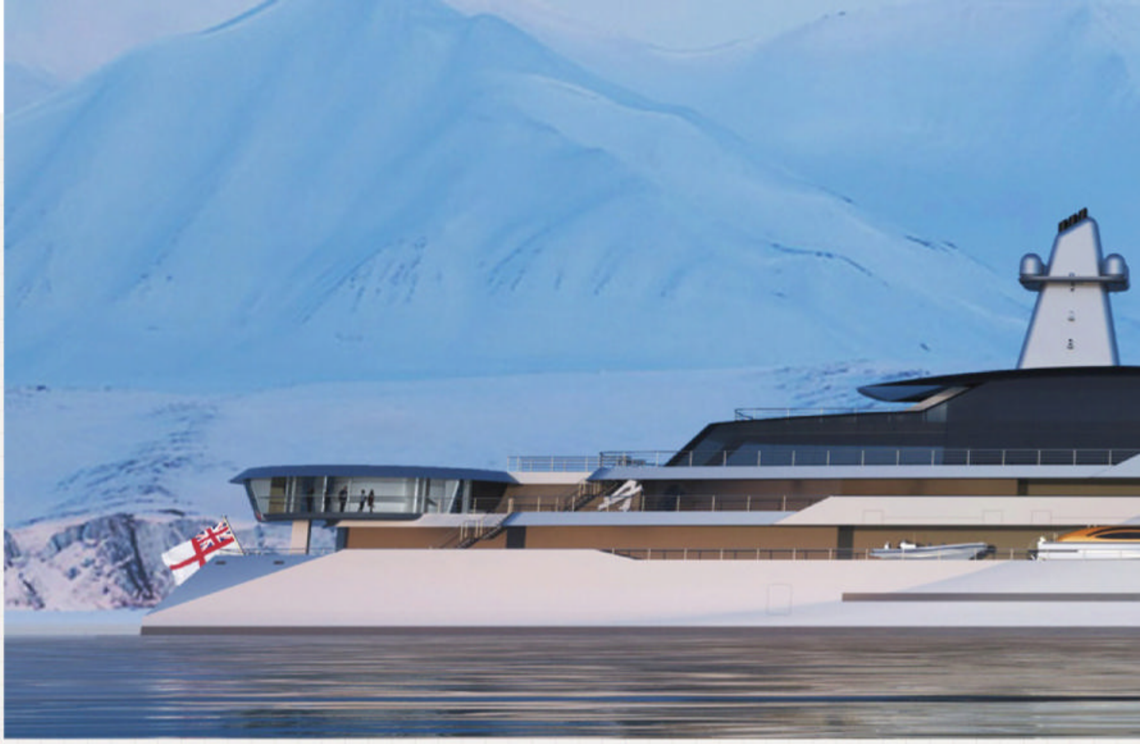

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Team Signal's project is nothing like its competition's. "This is very obviously and deliberately not a *Britannia* nostalgia-fest with a blue hull and buff funnel or any derivation thereof. It belongs much more in the naval family," says Dickie Bannenberg of Bannenberg & Rowell Design. He and partner Simon Rowell (*both pictured right*) interpreted the MoD brief's veiled comments about aesthetics to mean that it was looking for something unlike anything else afloat. "Absolutely nowhere, in any brief at all, did it say this should look like a passenger ship or cruise ship or royal yacht or military vessel. So, what that said to us is this is an entirely unique vessel with an entirely unique brief – it should look entirely unique," Rowell says.

The well-regarded superyacht design firm teamed up with Houlder and Frazer-Nash, which both have extensive experience working with the Ministry of Defence. The pairing paid off as Team Signal was among the final two contestants, along with Team Harland & Wolff.

What first grabs the attention is the fully glazed domed superstructure and the panoramic circular lounge under the helipad aft. Respectively, these host the Great Exhibition Room, which is a double-height space with a bar cantilevered above it, and the Lighthouse, a visitor centre that serves as a secondary exhibition space. London-headquartered structural specialist Eckersley O'Callaghan, which has been responsible for the engineering of transparent Apple Stores worldwide and the groundbreaking glass superstructure on the Feadship *Venus*, ensured that the impressive glazing of both spaces was doable.

There is also the Britannia Room forward and two diplomatic areas aft dubbed the Summit Room and the Union Room. Each of these spaces can transform with nearly endless layout configurations for hosting different kinds of functions, possibly even simultaneously.

"One of the complexities of the project was the number of permutations and therefore the required flexibility as a sort of public building," says Rowell. "At different times, and occasionally at the same time, it is an embassy, a conference centre, an expo centre, a humanitarian support vessel, and it had some defence criteria. Once you start weaving those requirements into scenarios it [becomes] a very sophisticated design project."

"The more we worked on it, the more mileage we felt it had, the more interesting the brief became," says Simon Harris, COO of Houlder, which is best known to the public for its work on the RRS *Sir David Attenborough*.

While the practical challenges were complex, Rowell points out that the aesthetic goals were less tangible. "You can score your points and work out this very complicated sort of 3D chess of a vessel, but then it has to touch people, and it has to have resonance," he says.

They took a "best of British" approach to the interiors, encompassing both the materials and the country's artisans and craftspeople. The decor concept revolved around locally sourced noble finishes – woods such as British walnut and British oak, stones like Cumbrian limestone

TEAM SIGNAL

CORE MEMBERS

Interior and exterior design Bannenberg & Rowell Design

Naval architecture/regulatory compliance/ engineering/technical design Houlder

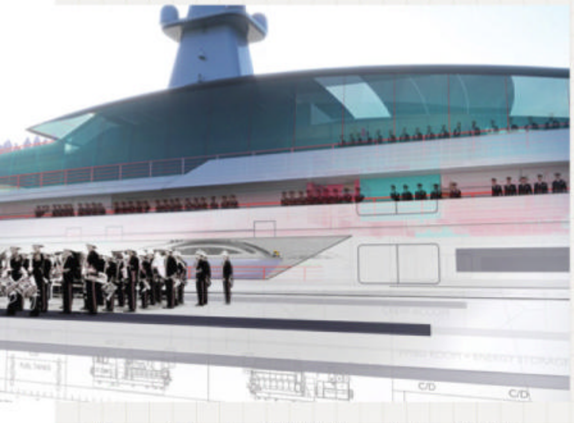
Technical consultant/security Frazer-Nash Consultancy

Glass engineering Eckersley O'Callaghan

SPECS

LOA 140m

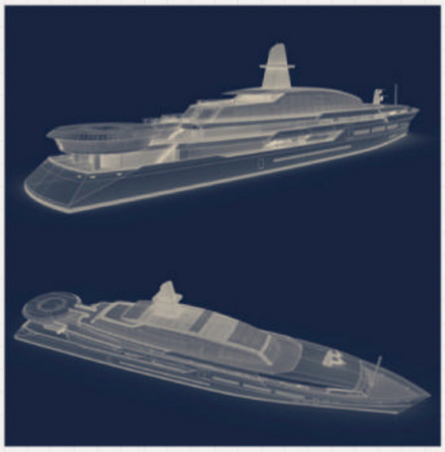
Gross tonnage 11,200GT



Ceremonial events with high drama factored into Team Signal's bid. Top: Dickie Bannenberg and Simon Rowell

> "NOWHERE DID THE BRIEF SAY THIS SHOULD LOOK LIKE A PASSENGER SHIP, ROYAL YACHT, MILITARY VESSEL... THIS IS AN ENTIRELY UNIQUE VESSEL"

Team Signal looked beyond the royal yacht/cruise ship aesthetic to draw the flagship of the future



Glass plays a key role in the design, with a double-height exhibition space forward (left and bottom) *and a glazed circular visitor's centre under the helipad aft* (below and below left)

PHOTOGRAPHY: COURTESY OF BANNENBERG & ROWELL; KENNY LAURENSON

and Gwynedd slate and fabrics including Irish linen and Scottish tweed. They also found a Welsh company that makes finishes out of plastics recovered from the ocean.

"What was interesting was the combination of that kind of sustainability with a stone carver who is almost a British national treasure himself, who's done things for Westminster Abbey, the D-Day Memorial, the Bomber Command Memorial... We would have him involved too, which shows the depth of British design heritage and stateliness and the solidity of the boat," says Bannenberg.

Also falling under the sustainability umbrella, along with ingenuity, is how the team future-proofed the vessel. "We wanted to make sure that when selecting machinery, from the fuel type to the overall layout, that we weren't closing any doors, or as few doors as necessary, to future technology," says Harris. Their project incorporated a facility to carry future fuels, and Harris says they were looking at space on the upper decks for a kite, rotors or sails.

In addition, they included a laboratory and technology demonstrator facility to showcase and try out emerging green technology. In conjunction with the Lighthouse visitor's centre, it would be accessible to school groups, who could learn about the inner workings of the vessel and the pathways to sustainable shipping. Providing this type of educational platform was part of the team's overarching goal to also use the ship to further STEM education and make it accessible to all.

"We thought there was a great opportunity to use the project very positively in that area," Harris says. "It would be more than just a ship."

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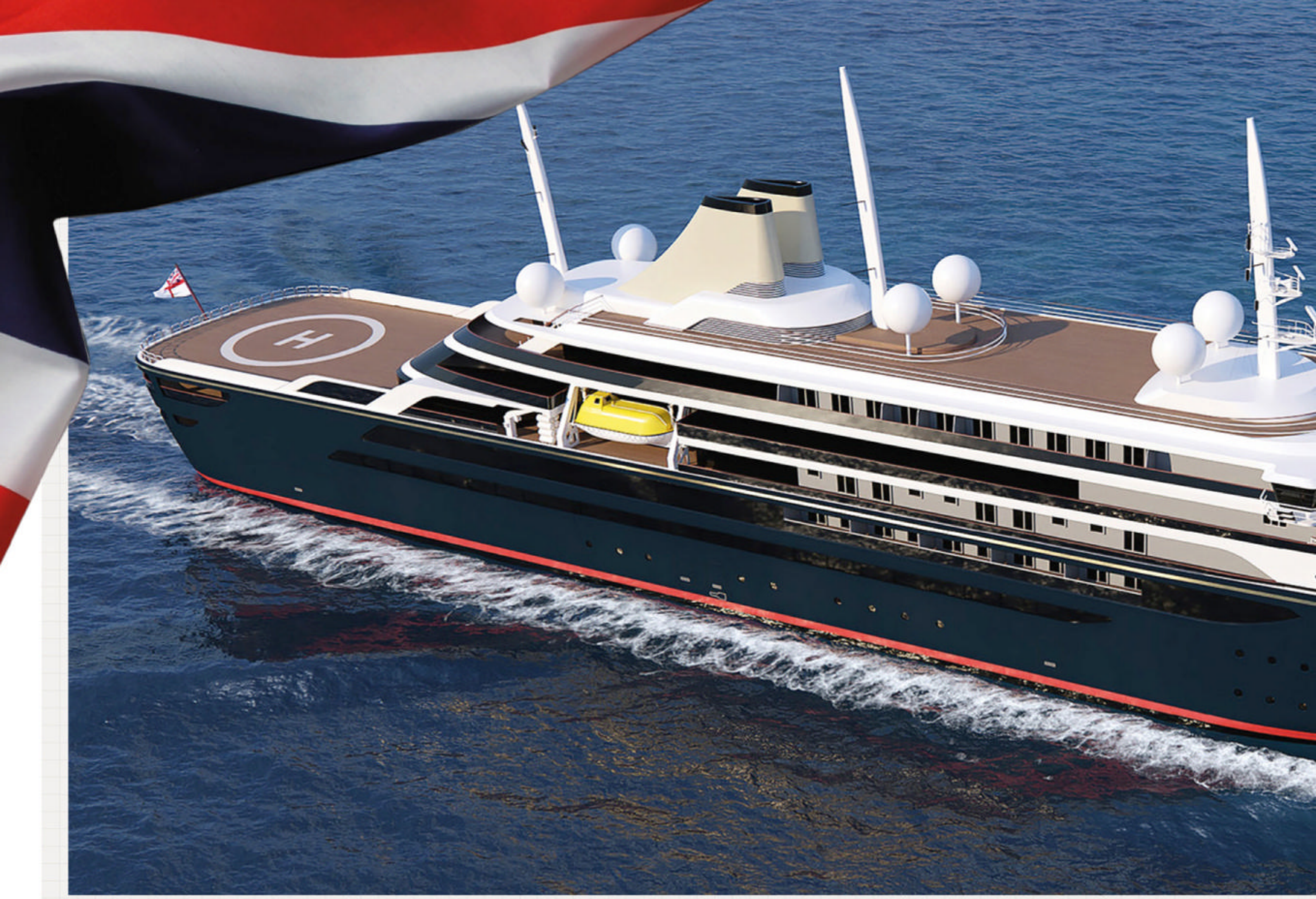

TEAM HARLAND & WOLFF

CORE MEMBERS

Team leader Harland & Wolff
Consultant Stephen Payne
Naval architecture/technical oversight Foreship
Interior design SMC Design
Exterior design Clifford Denn Design

SPECS

LOA 153m
Gross tonnage 15,000GT

H

Harland & Wolff was out to win. The Belfast shipyard that built the *Titanic* is also one of the few yards in the UK today able to handle the complexities of defence projects. It filled out its team with passenger ship experts such as London interior design firm SMC Design and Stephen Payne, a naval architect formerly with Carnival Corporation who took the *Queen Mary 2* from first lines to delivery.

"We knew the team we brought together was the only team with experience in all the sectors that could put something together with shipyard input all the way through the design, to make sure that it was designed in such a way that it could be built on schedule. Because the schedule was very [tight]," says John Wood (*pictured left*), CEO of Harland & Wolff. "From the outset, we strove to provide a platform that would give us the maximum number of points," adds Payne.

Versatility is one of the key interior accomplishments, as the specification required "huge amounts of ingenuity and dexterity to achieve each point", says Andrew Brown, director of SMC Design. A shining example of this is the convertible exhibition/conference centre. "We needed an exhibition space that could feature the UK's greatest companies and products as an impressive showcase venue," Brown says. "So we built into the ceiling a type of magrodome [sliding-glass roof] that allowed us to lower in special features, whether that be a showcase from Aston Martin or BAE Systems, [in order to] facilitate large exhibitions. This same space could then be transformed to form a conference and seminar space, via tiered and retractable seating levels built into the bulkhead, which, in an automated process, unfolds itself."

The feel of the interiors is naturally British,

As part of the maximising-points strategy, the team decided to accommodate the Royal Navy's largest helicopter, the 38-passenger AW101 Merlin. Denn managed to integrate the helipad into the hull form rather than bolting it on. However, this left the design with a very long aft deck, which Denn disguised and visually shortened by adding glass windbreaks.

A diesel-electric hybrid system with pods was chosen for the fuel efficiency, but this vessel would also have a green system that had never been done before, Payne says. It occurred to him that it really wouldn't look good for the ship to be manoeuvring in port with the press looking on and the diesel engines emitting smoke, since this is the most inefficient way to use the engines.

"We hit upon the concept of having another system on board with fuel cells run from methanol, and a battery bank. The idea was that we would charge the batteries from the electric system on board, with the methanol fuel cells giving us enough power to berth the ship," says Payne. The system would be used mainly for in-port manoeuvring, but if methanol were available locally, the ship could remain green methanol-powered the whole time it was alongside, with the waste product being basically steam and carbon dioxide, which is recycled back into methanol.

Payne was also keen to use a self-deploying, self-stowing kite, which can save significant fuel, and photovoltaic glass on the double-height slanted aft window in the reception room, which would generate electricity.

He is still working on behalf of the project, looking at the viability of building and operating the ship on a commercial basis, which would be at zero cost to the taxpayer.

"We've got several people interested in bringing in private investment to get the project moving forward," says Wood. "I think there will be a time in the future when this comes back, either in a government sense or from a private sense."

"PRIMARILY WE WANTED A TIMELESS VESSEL SUITABLE FOR PRESIDENTS AND PRIME MINISTERS"

but a "diverse, multicultural and enigmatic" British, says Brown. "We took hand-spun fabrics, from small community-led mills in the Hebrides, to furnish the premium suites. We had artworks created by London-based creators using recycled materials captured from the River Thames. When you walk the vessel, you encounter a multitude of carefully curated details each with their own story, giving these macro insights into every corner of the UK."

Clifford Denn packaged up the interior spaces within an exterior design that he describes as "next-generation *Britannia*". "A classic raked bow with an elegant sheer line and blue hull were key to the look," he says.

It's a modern design that also embraces heritage elements such as a tiered superstructure and three flag masts. The side-by-side funnels were carefully considered and hark back to the Harland & Wolff ship *Canberra*, a vessel that Denn says he's always loved and one that is meaningful to the shipyard's CEO personally, as Wood first went to sea as a marine engineer on the great ocean liner. "Primarily we wanted a timeless vessel suitable for heads of state, presidents and prime ministers, and not just a large superyacht," says Denn.

Opposite page: John Wood of Harland & Wolff. His team began by drawing a GA that would meet all the space requirements, then packaged it in a modern exterior with visual cues linking it to Britannia, *like the hull colour, raked bow and three flag masts*

PHOTOGRAPHY: COURTESY OF HARLAND & WOLFF

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TEAM NEW FLAGSHIP COMPANY

CORE MEMBERS

Team leader/design lead Ian Maiden

Project director Nick Roe

Design Mark Whiteley and ThirtyC

Naval architecture/marine engineering Leadship

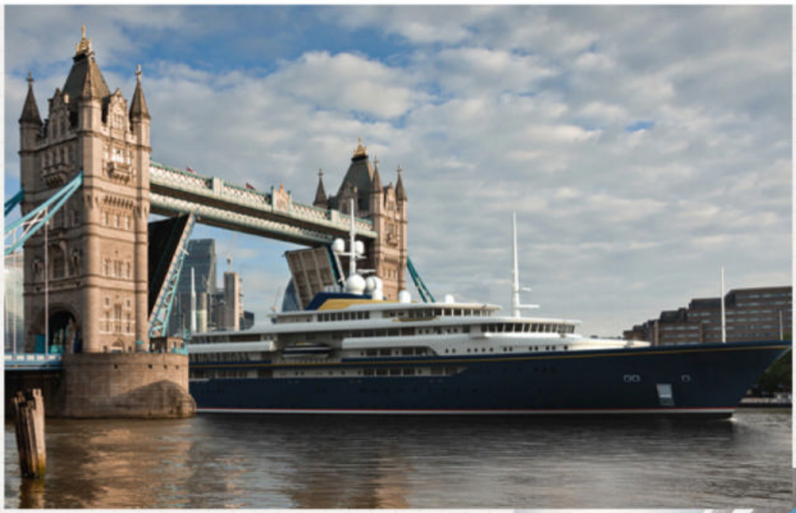
Security PDP Marine

Consultant Commodore Anthony Morrow CVO

SPECS

LOA 140m

Gross tonnage 11,750GT



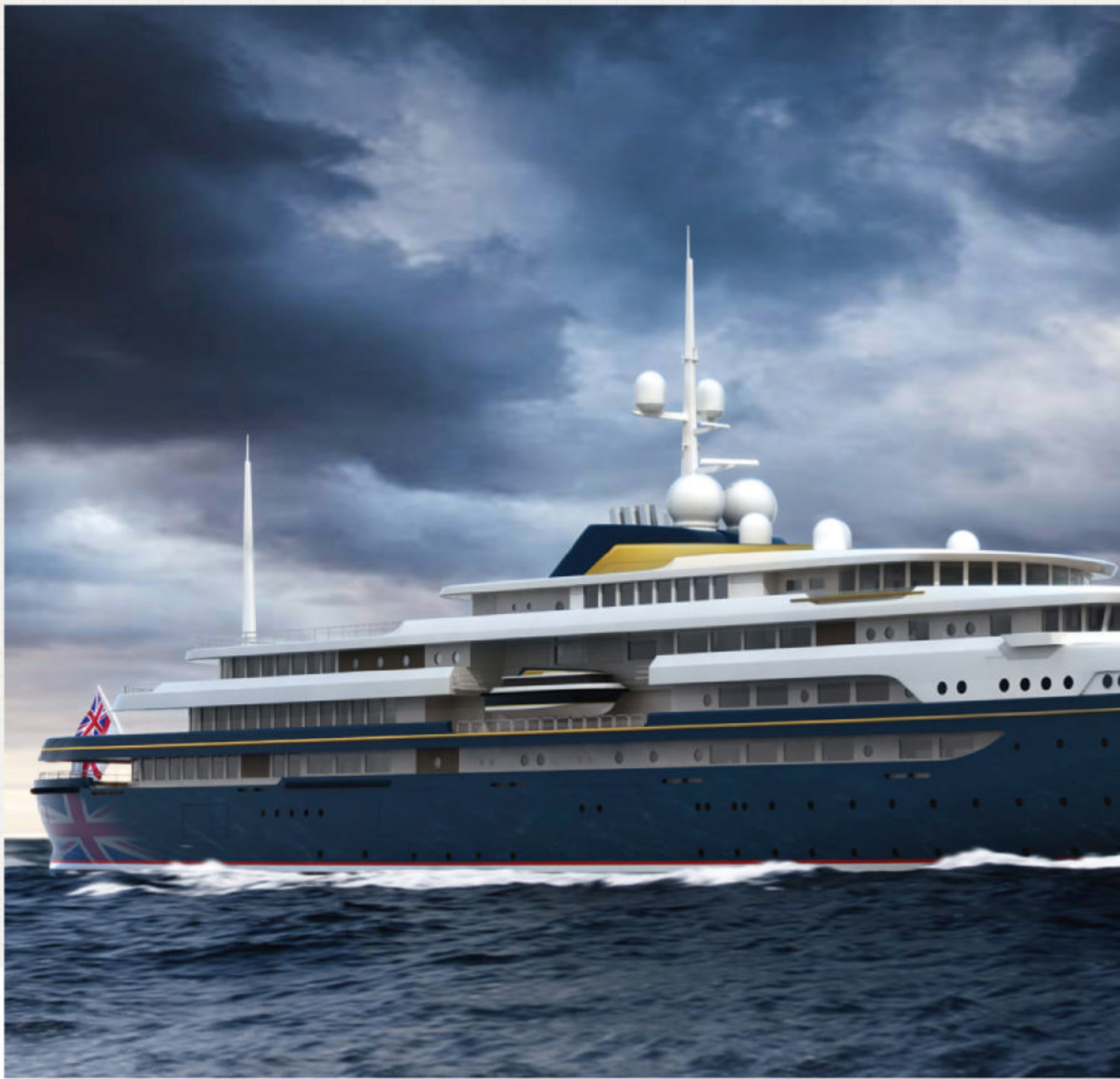
Impressive but not ostentatious, and elegant with a low silhouette – this was the philosophy behind the design. Far left: Ian Maiden

The genesis of the New Flagship Company's bid goes back a quarter of a century when Ian Maiden first registered the company. Since then, he has been single-minded in his determination to bring a national flagship to fruition, with intermittent success over the years securing parliamentary and press representations. "I've had a bee in my bonnet about it for 20-odd years," he says.

So when Boris Johnson announced the programme in late May 2021, Maiden was more than ready to enter the competition. Taking the design lead for Team New Flagship Company, he secured the services of project director Nick Roe, Mark Whiteley of the eponymous superyacht design firm and Alastair Fletcher of ThirtyC to evolve Jon Bannenberg's original concept to meet the intricate demands of the MoD's brief. Maiden spent his own money funding their bid, outlaying £420,000 of "his children's inheritance".

Their project carries on with Bannenberg's long and low lines, but the styling is updated with the larger windows that are expected on vessels nowadays. What the team has managed to achieve with the restrained lines is the Holy Grail of timelessness, with the goal of the design both inside and out being "an eye to the future and a nod to the past", says Whiteley.

Maiden was careful to avoid overly superyacht-like design elements that would fuel the detractors' claims of a vanity project. He won an argument



with Jon Bannenberg over the stern, opting for a Constanzi classic cruiser stern with a flat transom below the waterline to accommodate the diesel-electric propulsion pods, instead of the straight transom stern commonly seen on yachts that Bannenberg preferred. In addition, adds Maiden, "We have resisted the easy option of establishing several upper decks, for which superyachts have an indulgent reputation. Fewer decks permit enhanced headroom and increased natural light."

The hull colour is proposed in two options of blue, a dark one imparting seriousness, and a warmer "friendlier" one, both with the Union Flag insignia on the port and starboard quarters. Three masts are also key to the design. "The MoD brief made no specific mention of royal engagement on board. I nevertheless visualised that on occasions royal participation was likely and three masts would be required at that time: a foremast and, importantly, a mainmast to wear the Royal Standard when appropriate, and a mizzenmast, which in our concept pivots to allow a helicopter to land," Maiden says.

Whiteley and Fletcher started from scratch when it came to the general arrangement. As visitors cross the threshold, they would be greeted by a large-format art installation, "a bold statement piece to tell the story of the UK's diversity", explains the team's presentation.

THE GOAL OF THE DESIGN WAS "AN EYE TO THE FUTURE AND A NOD TO THE PAST"

For security reasons, the public spaces are grouped furthest aft in the GA, with the exhibition and conference areas being the most accessible, surrounded by open deck space that "provides a panoramic view and the great feeling of being on a ship". The breakout areas and meeting rooms are a deck above, laid out for maximum social engagement with a welcoming and light decor.

"Britishness" is a theme throughout the interior. For example, in the observation lounge is a Union Jack bar, which Maiden describes as "a room with a warm and friendly atmosphere... that unashamedly flags up British achievements that led the world at the time and that benefit the world today. The first Covid-19 vaccine, the World Wide Web, radar and the jet engine spring to mind."

Gary Bird, managing director of security firm PDP Marine, points out that the vessel, as a floating embassy, had to be both hospitable and intensely secure – inherently opposite goals. "The vessel was to welcome a broad spectrum of guests and visitors, while also serving as a platform for statecraft and diplomacy at the highest level. It was to be a tool for cultural exchange, but it was imperative that it embraced counter-intelligence capabilities commensurate with such a conspicuous global diplomatic facility. Further, it had to be able to protect itself, responding to threats through proportionate escalation and, if necessary, over-match attempts at violent seaborne assault. Quite a task for a yacht, but one I'm proud the consortium delivered," he says.

The end of the competition does not mean an end to Maiden's support for such a vessel, and he is now seeking private investors to fund the build. "I can't see a political downside if it's paid for by the private sector," he says.

PHOTOGRAPHY: GEOFF PUGH/SHUTTERSTOCK

Team New Flagship Company's vessel was "designed to look simultaneously sleek and purposeful, creating a sense of movement and forward momentum, even when moored"

THE CASE FOR SAIL

Superyacht designer Steve Gresham was ready to go when the competition was announced. He had already drawn up a flagship concept in 2020 as a PR exercise. His 118-metre *Britannia* had something none of the other bids would offer – sails. It would recall the days of the Royal Navy during the Age of Sail, but enjoy the tech of today with a modern, fully automated rig. Then Gresham learned the scope of the MoD process and decided not to continue with the competition.

"I still stand by it though," he says. "I still think the national flagship should be a sailing boat. There are enough big private vessels with sails out there to justify the principles and the concept of a large sailing boat."

Gresham acknowledges that any sailing ship today has to have an engine; his would have diesel-electric propulsion. "But you could choose to supplement engine use with wind power to save fuel and make it as environmentally conscious as possible."

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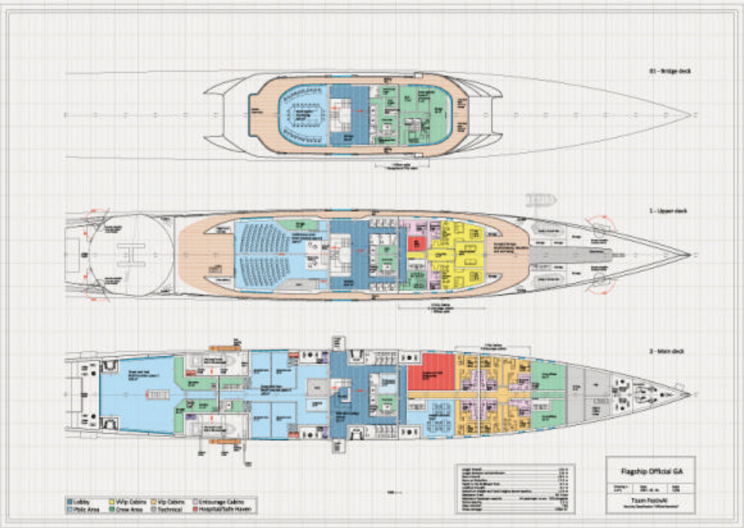


TEAM FESTIVAL

CORE MEMBERS
Builder OCEA(UK)
Naval architecture/engineering/exterior design/space planning Vitruvius Yachts
Interior design Zaha Hadid Architects
Lighting specialist Jason Bruges Studio

SPECS
LOA 125m
Gross tonnage 7,500GT

The capital A in Team FestivAl gives the first hint of this bid's defining difference. It references the element symbol Al, for aluminium. The team was led by OCEA(UK), a subsidiary of OCEA Group, which designs and builds exclusively in the material that's 40 per cent lighter than steel.

"Most of my career I've seen a brown smog over the horizon caused by the effluent from ships' funnels; it's a dirty industry and it needs to be cleaned up. And aluminium, I'm convinced, is the metal to help us on the way, because it gives you the weight margins to put in low and zero-carbon technologies," says OCEA(UK) CEO Ken Houlberg.

Theirs was to be a project that would involve and invigorate the nation. Houlberg even envisioned a *Blue Peter* appeal where the country would be encouraged to collect cans that would be turned into the ship, as OCEA builds vessels out of 70 per cent recycled aluminium.

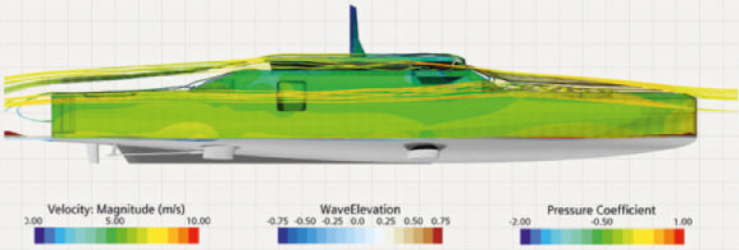
To reduce carbon emissions, they adopted the "incremental gains" approach of Sir David Brailsford, the coach who led the Great Britain Cycling Team to many victories with a philosophy that boils down to every little bit helps. "It didn't matter how small a gain, if you make the cumulative sum of the gains you end up with something amazing," Houlberg says.

For naval architecture, OCEA turned to Philippe Briand (*pictured above left*) in London, who helped pioneer the concept of an efficient motor yacht back in 2008 with his Vitruvius Yachts brand. Briand started with a hydrodynamic hull form and opted for four compact propulsion pods to keep it clean underneath. "A ship that's hydrodynamically as efficient as possible may see 10 to 12 per cent gains, or lowering of CO_2 emissions," Houlberg says. "Then you also look at the aerodynamic efficiencies, an approach that is unusual for ships, but which can offer another four to five per cent reductions in CO_2."

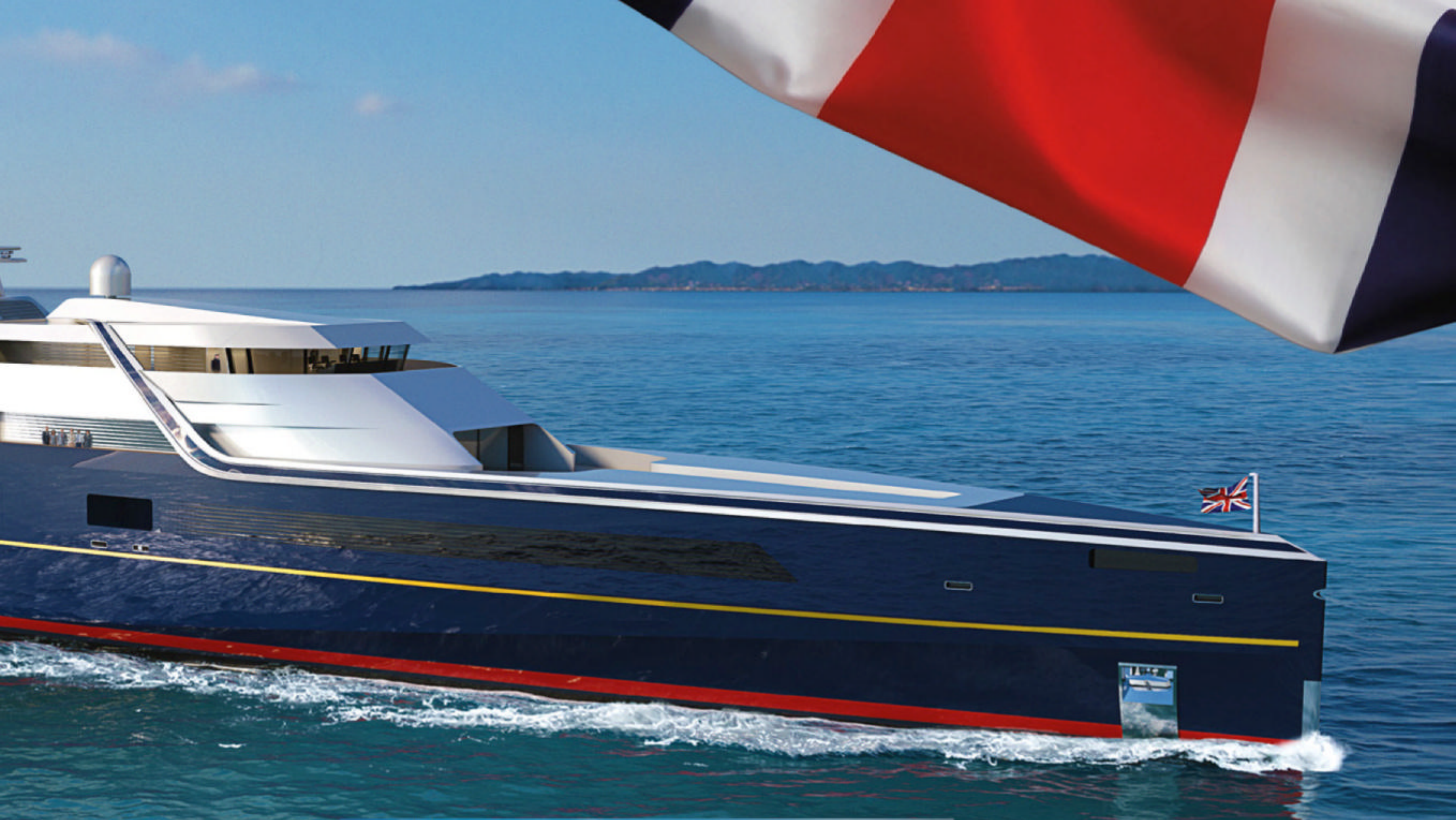
Briand used CFD testing to check the windage and drew a streamlined, aerodynamically optimised superstructure. Adding to those gains were hydrogen fuel cells, solar panels, heat extraction and even efficient pipework, each incrementally lowering the vessel's CO_2 emissions and allowing it to run with zero emissions for short-range manoeuvring in territorial waters.

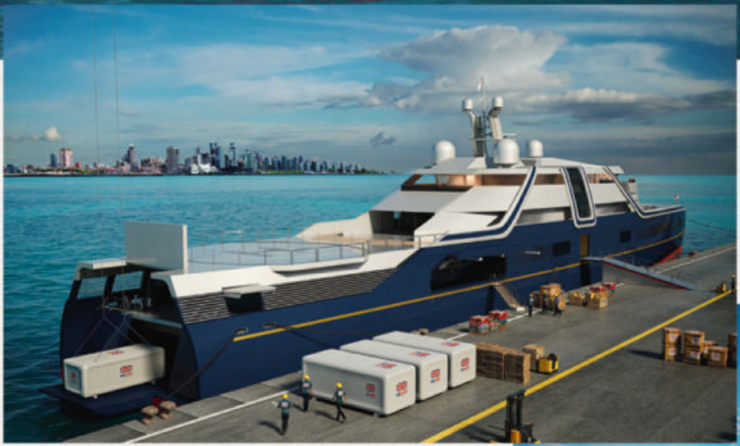
At 125 metres, this submission is the most petite among its peers, and for a good reason, Briand explains. By capping the volume at 7,500GT and drawing a longer length than would be expected for that gross tonnage, he got the most efficiency out of the hull. "The longer the boat, the less resistance in the water," he says. In addition, the size meant the ship would have come in under-budget. "Our naval architect job was to design [the MoD requirements into] the most compact possible boat, so the overall cost to the taxpayer would be optimised," Briand says.

To meet the MoD's massive brief at that volume, the project relied on spaces being ultra-flexible. Grouped aft are exhibition centres, conference



Lightweight aluminium provides a fuel-saving platform, shaped into what CFD analysis (left) *ensured would be a hydro- and aerodynamically optimised form*





Opposite page: Philippe Briand. This page: the blue and white ribbon can exhibit messages via thousands of LED tiles. Left: loading containers into the Mission Bay

rooms and dining spaces that could interchange their functions. A Mission Bay aft on the lower deck is unique among the bids. The vast, open space could transport goods and even host medical facilities for humanitarian missions, or perhaps modular labs for scientific research, or it could be the venue for concerts for the public or informal trade shows. Another engaging space is found just forward, a longitudinal passageway that allows visitors to peek into the engine room.

A USP of the design is the LED ribbon that wraps around the superstructure. Seen from above it takes the shape of the Union Flag; it was a subtle way to bring in the emblematic reference. With 3,082 LED tiles, the ribbon is also a ticker tape, able to send out messages in host ports in any language. This was the work of the innovative Jason Bruges Studio in London, which also envisioned an interactive LED bulkhead panel that rises through three stories of the ship's central glazed atrium, reacting as visitors pass by.

While the exterior styling is thoroughly modern, Briand played with the connection to *Britannia* with the hull colour and a gold cove stripe, and by recreating the ambiance of the royal yacht's balcony with a wooden guardrail.

For the yacht's interior design, OCEA partnered with Zaha Hadid Architects, a London firm with global influence. "They could bring another aspect to this project in terms of branding and the sort of lived experience," Houlberg says. "This is about every single person who would walk across the brow, how they would leave that ship with a positive experience of having been on board. Whether they were members of the crew, members of the public, VIPs or heads of state, they all had to have a positive experience. And Zaha are specialists in providing architectural solutions that did that."

Houlberg says he felt the project could have led UK shipbuilding into the modern era. While it did not go forward, the technological advances the team made will. "It's only when you bring together a consortium of businesses like we did that you begin to realise how powerful and complementary the technologies are. They are already benefiting many of our other projects. We've designed what I think is the world's first zero-carbon 90-metre SOV (service operation vessel) for the offshore renewables industry." ◘

PHOTOGRAPHY: COURTESY OF PHILIPPE BRIAND/VITRUVIUS YACHTS

PERFORMANCE ARTIST

CUSTOM LINE'S NEW FLAGSHIP MAY BE SCULPTED FOR GRACE AND POLISH, BUT, AS *SAM FORTESCUE* DISCOVERS, SHE'S BEEN OPTIMISED UNDER THE BONNET TOO

Photography **COURTESY OF CUSTOM LINE**

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S

Squeezing past the bouncers and stepping into Riva's new El-Iseo electric runabout, in her anniversary livery of white and aquamarine, it is hard not to feel a bit like a VIP. And knowing that we are off to visit one of the largest yachts at the Cannes Yachting Festival does nothing to reduce the sensation. It's just a shame that the transfer isn't longer, I think, as we glide the paltry 40 metres from the Ferretti Group VIP dock to the slip where Custom Line's new 42.6-metre flagship is moored in the middle of Cannes' Vieux Port.

Although she dominates the harbour, the yacht's stature doesn't stem from being the biggest new boat in the show (she misses out by a mere 10 metres there), nor from sporting any wildly unorthodox design. But, away from the jostling competition of the quays, lying alone by her own pontoon, she has undoubted presence. "There are many new features on this masterpiece of naval design inspired by residential architecture," explains Stefano de Vivo, chief commercial officer of Custom Line's parent, the Ferretti Group. "In-depth research has enhanced the shapes and volumes involved."

No doubt true, but the gravitas projected by this boat, the largest in Custom Line's planing hull range, is also thanks to the exterior design of Francesco Paszkowski. In common with the smaller Custom Line 120 and 106 boats he drew, the new flagship combines a towering, classical bow with a streamlined superstructure that tucks in aerodynamically. A muscular flare to the forward bulwarks hints at hidden power and generous volumes. Topsides are gleaming white with deep lateral incisions that bear dark glass windows. A rising chine curves from just above the waterline aft to a point halfway up the bow. Above it is white; jet black is below. It is a very powerful combination.

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In displacement mode, the Custom Line 140 will cruise comfortably at around 11 knots with significant fuel efficiency. In planing mode, it tops out at 21.5 knots. Opposite page, top: the foredeck lounge is one of several on board that together make up 200m^2 of outdoor living space

Or, as the ecstatic new owner puts it: "a sublime expression of speed, performance, strength and aesthetic avant-garde". He came to the project once it was already well under way, and made relatively few changes to the design, being already familiar with the marque from a smaller boat. "The main reason to upgrade my old Custom Line with the new 140 is the four decks, allowing more space for us and our guests, as well as privacy when we need it," he tells me. "We are talking about more than 200 square metres of external spaces and internal areas that exceed 300 square metres, distributed over four decks in which the environments designed for socialising create a [unifier] between exterior and interior."

This last feature was a key point in the brief for Paszkowksi, whose studio also styled the interiors in collaboration with Margherita Casprini. "As well as the exterior, the interior was designed according to the whole design philosophy: reducing boundaries between exterior and interior," Paszkowksi says. "The best example in the layout is the large windows in the living areas and in the guest cabins, where we placed beds in front of the windows. Large windows contribute to flood the interior with natural light and enhance the colours of the decor."

More literally still, those boundaries are reduced by the doors that link indoor and outdoor space on the main and upper decks. In the main saloon, twin double doors aft can be folded right back against the wall, with deep sliding windows to starboard, "so you can feel the fresh air inside", according to Ferretti Group project manager Pier Francesco Boschi. In the upper deck saloon, the aft opening is wider still and windows on both sides slide back. The shimmer of the ocean is reflected in the glossy ceiling panels. It turns the space into a kind of luxurious pavilion.

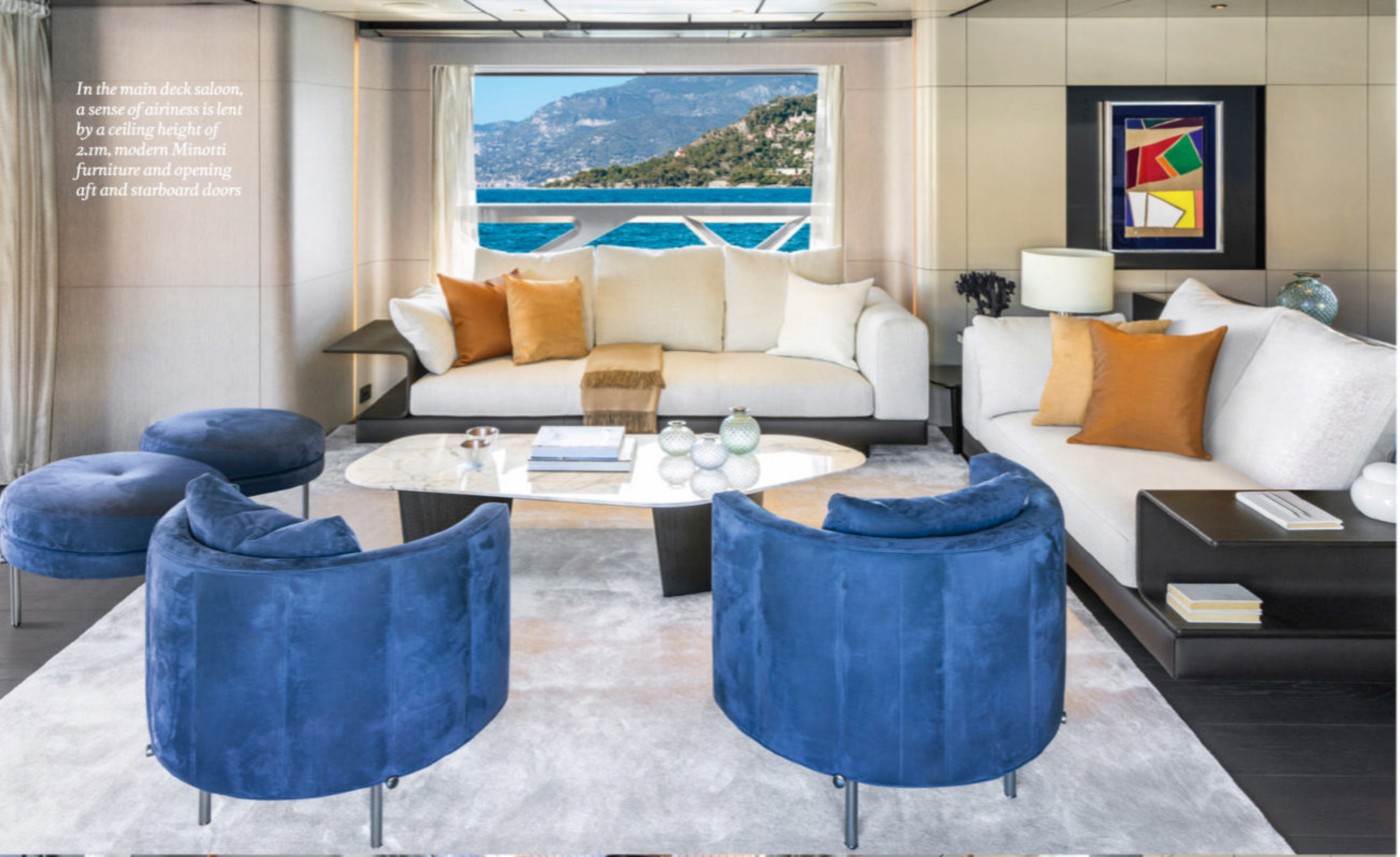
But perhaps we've got ahead of ourselves here, because the first thing I see when I step aboard is naturally the beach club, which is revealed by a vast fold-down platform. On a steel or aluminium-hull boat, this would be an easy tonne of metal, but Custom Lines are built in composite, so it is a relatively lightweight foam-cored structure. When it is in the down position, it creates 10 square metres of beach club, and gives access to a huge mirror-lined storage space hidden in the transom. And even when the door is closed, there's a teak-decked walkway just above the waterline that connects the two staircases that frame the transom and lead up to the main deck.

It is pushing 30 degrees on the day of my visit, so I seek shade on the main deck aft as soon as I can. And because of that aft-swept superstructure, there is plenty of shelter. On hull No 1, which was begun on speculation, there is a 10-place table here with lots of lounging room on sofas that run the width of the boat.

On the upper deck, the exterior space is a little more intimate and connects through to the cosy upper saloon. It still features seating and dining space, but you could imagine the family making use of this for a quiet dinner. As the owner explains: "For me, the upper deck was fundamental. Compared to the previous boat that was a flybridge, the Custom Line 140 reflects the perfect synthesis of what I imagined from the beginning: speed, design, space and performance."

Climbing an elegant staircase in mirror-finished stainless steel and teak, you reach a sundeck that is worthy of the name. Spa pool,

Francesco Paszkowski drew a classical bow followed by a streamlined superstructure that conveys speed, performance and strength, says the owner



In the main deck saloon, a sense of airiness is lent by a ceiling height of 2.1m, modern Minotti furniture and opening aft and starboard doors

vast sunpads, shady lounging on low sofas and a full bar – the features up here cater for all manner of stress relief. And if none of these appeal, there's also a well-equipped foredeck lounge on the main deck, positioned below the sight lines from the sloping windows of the wheelhouse. Each deck is linked by an exterior guest staircase, and has discreet crew access. "We appreciate the separation between the crew area with stairs through the decks," says the owner.

Nowhere is that privacy more complete than in the large 44-square-metre owner's suite, positioned forward on the main deck, just beneath the wheelhouse. As such, it has no forward views, but does offer a fantastic balcony. "The lateral windows on the starboard side make it possible to offer a version featuring a terrace suspended over the water," explains de Vivo. "A simple, functional hydraulic mechanism extends the floor platform and handrail system out from the hull, creating a personal and totally private terrace for the owner's exclusive use." Better still, it can be operated autonomously by the owner – without any input from the crew to risk interrupting the moment.

Working with the craftspeople of the Custom Line Atelier, Paszkowski has created a calming space for the owner, based on relaxed, natural tones. "We chose just a few materials to create harmony of style throughout the yacht," he explains. "Oak floors combine with gloss lacquered surfaces and hard leather for the ceilings. The result is an elegant, contemporary decor in light shades for the main fabrics, sometimes contrasted by dark hues."

A his-and-hers bathroom lies forward of the cabin. The highlight is undoubtedly the free-standing bath by Zazzeri, with its shell-thin sides. It is framed by a fabulous wall of swirling grey orobico marble, flecked with pink. This being a lightweight yacht, the orobico is no monolithic slab of stone, but a masterful assembly of marble veneer glued to a honeycomb backer. In this way, it is also possible to continue the pattern seamlessly through a deep alcove that holds towels and bath products, as well as the taps and shower head.

Completing the suite are a deep walk-in wardrobe, an office area and a couple of chairs. Paszkowski has sourced the furniture from an

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The upper deck saloon has a wide opening connecting it to the al fresco dining area aft. While teak gives way to oak flooring inside, there's a continuity to the style

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array of top Italian design houses, with the likes of Casamilano supplying the twin blue chairs in the owner's suite and Flexform's signature on the desk table. Elsewhere on the boat, you can find Minotti and Flou, plus some custom-designed pieces. "Leather combines with fabrics," adds Paszkowski. "Glass is used in different finishes – transparent or lightly grey coloured – for doors, the tabletop in the dining room and in the wardrobe doors. Door handles are by the Italian brand Olivari."

The ability to choose the interior designer appealed to the owner. Indeed, he describes it as "one of the main reasons" for choosing the brand. "We worked in great harmony with Francesco Paszkowski, Margherita Casprini and Custom Line Atelier," he says.

There are four guest cabins, all situated on the lower deck and artfully lit, with mirrored panelling to enlarge the sense of space. Two of these, towards the aft, are considered VIP cabins, with a generous 16 square metres of floor space.

But for all that the Custom Line 140 is a big boat, there's more to her than meets the eye. She has a superpower. And her swept-back superstructure is the hint. With her lightweight composite build and efficient hull shape, she has a top speed of 21.5 knots. This 140-footer planes.

Now, that may not be a huge surprise to those who know the Custom Line brand, for which fast

These pages: the owner's suite on the main deck forward features elegant furniture from top Italian design houses, a balcony that extends to starboard and a marble-lavished en suite with a tub by Zazzeri

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The raised wheelhouse on the upper deck has an integrated bridge from I-Bridge, giving full control over the boat's systems via four 24-inch screens. Opposite page: 70m² of space gives the sundeck excellent entertaining potential. Above: the foredeck lounge

Parent company The Ferretti Group describes the Custom Line 140 as a "series production boat with a superyacht mentality towards custom possibilities"

planing performance has been a keystone since its launch in 1996. What is impressive is that the engineering team has pulled off this performance using the same twin 2,638-horsepower MTU M96L engines as they've put in the smaller Custom Line 120 and 106 yachts. And consider this: the tad larger Canados 143, which also debuted at Cannes, needs three 2,400-horsepower engines to achieve similar performance (albeit with a slightly higher top speed).

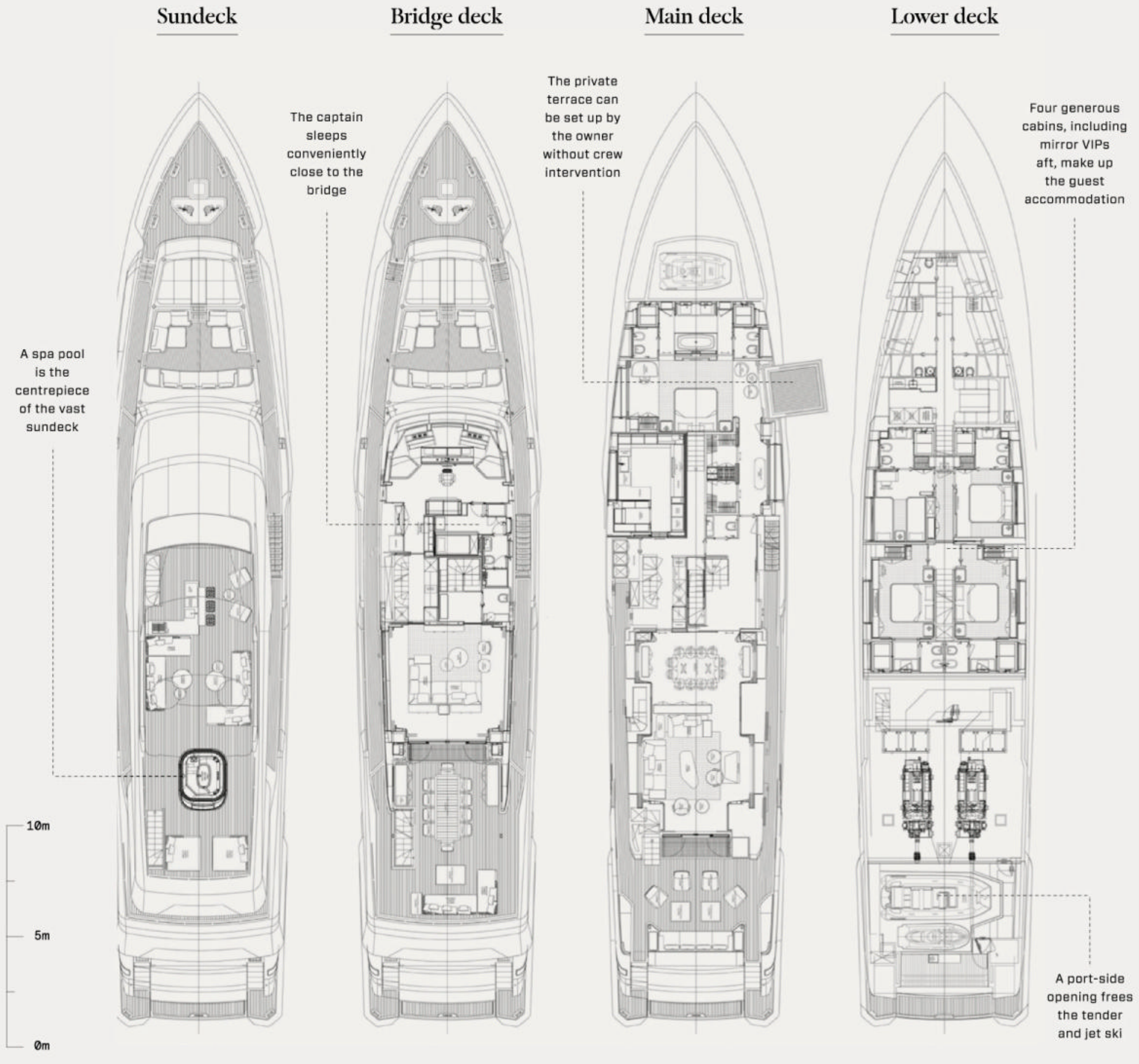
Attention to detail and excellent naval architecture are two of the keys to performance, as is top-notch composite construction. "To ensure the yacht's large volumes, but keep the overall weight as low as possible, required the use of carbon fibre for the upper deck and the sundeck, together with light material construction technology for the furniture, derived from high-performance sailing yachts," says de Vivo.

There are other advantages to using composites. Although the development process requires a hugely expensive female mould, these costs are diluted by every subsequent yacht ordered. And composite construction gives a greater usable volume than building in steel or aluminium. "Another advantage is less maintenance, as composite is less subject to corrosion, leading to more time spent in the water rather than in a dry dock," adds de Vivo.

Finally, of course, there is speed – not through the water, but down the production line. A composite hull is faster to mould and join, while using an existing technical platform saves development time and cost. The first boat might have taken three years to go from light-bulb moment to delivery, but subsequent orders will be built in around a year, according to the Ferretti Group. They have already sold three more.

None of which is of any concern to the owner of the first boat. He is looking forward to a relaxing summer of warm-water cruising. "We plan to cruise the Mediterranean, Croatia, Greece and Turkey, which perfectly matches the long-range capacity of this yacht," he says contentedly. ◘

140 Custom Line



A spa pool is the centrepiece of the vast sundeck

The captain sleeps conveniently close to the bridge

The private terrace can be set up by the owner without crew intervention

Four generous cabins, including mirror VIPs aft, make up the guest accommodation

A port-side opening frees the tender and jet ski

LOA 42.61m
LWL 36.3m
Beam 8.54m
Draught 2.35m
Gross tonnage
398GT

Engines 2 x 2,638hp
MTU 16V 2000 M96L
Generators
2 x Zenoro, 99kW
Speed (max/cruise)
21.7/18.5 knots

Range at 18.5 knots
718nm
Fuel capacity
29,000 litres
Freshwater capacity
4,000 litres

Owners/guests 10
Crew 7
Construction
Composite hull
and superstructure
Tender
Williams SportJet 520

Naval architecture
Ferretti Group
Exterior styling
Francesco Paszkowski
Design
Interior design
Francesco Paszkowski
Design, in collaboration
with Margherita Casprini

Builder/year
Custom Line/2022
Ancona, Italy
+39 071 5011111
customline-yacht.com

THE GREATEST SHOWS ON EARTH

From red seas to underwater waterfalls, the natural world is capable of amazing displays – with many best viewed from on board. *Olivia Michel* picks the greatest, with charters to get the adventure started

Boats have historically had a front-row seat to witnessing natural phenomena. Christopher Columbus was one of the first to document glowing fireworms in the sea aboard the *Santa Maria* in 1492. Captain Cook's crew first reported of a "phenomenon in the heavens", the southern lights, from HMS *Endeavour* in 1770. St Elmo's fire, an electrostatic discharge caused by certain weather conditions, has long been associated with sailors. Astronomical events, spectacular geographies, inexplicable animal behaviour and wild weather have throughout time presented themselves in full splendour to those at sea.

Today's new explorer-capable superyachts, and the mobility, flexibility and state-of-the-art technology that comes with them, offer the best views of these natural wonders. And it's a trend that's catching on, with an increasing number of owners investing in superyachts that can take them to the far-flung destinations where such phenomena occur – BOATPro data shows there are currently 56 expedition-classed superyachts scheduled for delivery in 2023.

Jimmy Carroll, co-founder of luxury adventure company Pelorus, believes the last few years have made people want to explore further afield. "I think, after lockdown, people realised that the natural world itself is just an incredible, beautiful place."

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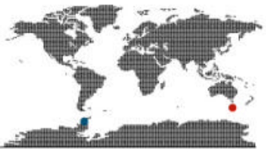

REACH FOR THE STARS

Awe-inspiring events occur in nature all the time, but astronomic occurrences are among the most spectacular. "Today, I would say we are in the golden era of astronomy," says Gerhard Hüdepohl, an astro-photographer and former engineer at one of the world's largest telescopes at the European Southern Observatory in Chile. He credits the publication of advanced imagery by the Hubble and James Webb Space Telescopes, as well as the recent first image of a black hole, for encouraging greater interest in night sky observation.

Being aboard a private superyacht not only offers greater access to dark sky territories – areas on the planet untainted by light pollution – but also unobstructed views of the horizon. And when considering the best spot to do this, Hüdepohl notes that "the southern sky is more exciting".

"In the southern hemisphere, you are looking towards the centre of our Milky Way, so the density of stars is much greater. You can also see the Magellanic Clouds (the two dwarf galaxies orbiting the Milky Way) with your naked eye, which cannot be observed in the northern hemisphere," he explains.

Tasmania:
Mes Amis
44m
Guests 10
cecilwright.com

Dark sky territories, best for night sky observation, are easily accessible by yacht

Above: a double display of the Southern Lights on the horizon and bioluminescence in the water

The aurora australis is another reason why the southern skies spark interest. Just like the Northern Lights, this phenomenon occurs when electrically charged solar particles collide with oxygen and nitrogen atoms in the earth's atmosphere. "The Southern Lights are not that well known," says Jasper Sigon, co-founder of Voyages & Journeys. He notes that while the colours produced can be even more vibrant, they are "much more elusive than their northern hemisphere counterpart".

The best places to witness them, he says, are around Hobart and Bruny Island in Tasmania between May and August or during the September equinox (when the northern and southern hemispheres experience roughly the same amount of daytime) – and even as far as the Antarctic continent at 70 degrees south where there is significantly less land mass. "This is why we love to carry out this experience by yacht," explains Sigon, adding that his choice of charter yacht for clients is 39-metre *The Beast*, which he describes as "the ultimate yacht to chase the lights."

PHOTOGRAPHY, PREVIOUS PAGES: COURTESY OF BLACK TOMATO. THESE PAGES: GERHARD HÜDEPOHL; COURTESY OF BLACK TOMATO; HECTOR-EMILIO GONZALEZ ON UNSPLASH; CHASING LIGHT - PHOTOGRAPHY BY JAMES STONE VIA GETTY IMAGES; WILL BREMRIDGE; URBANGLIMPSES VIA GETTY IMAGES; GUGO CAPMAN VIA GETTY IMAGES; JEFF BROWN/BREED MEDIA; FRASER YACHTS; CHRISTOPHER SCHOLEY. MAPS: FREEVECTORMAPS.COM

ONCE IN A BLUE MOON

Gulf of Alaska
Indonesian Archipelago
Honduras, Guatemala, Panama, Belize

Lunar eclipses are also high up on any wannabe astronomer's to-see list. "One of the great things about being on a yacht is that you're mobile; we can position ourselves to best take advantage of the atmosphere and the conditions," says EYOS Expeditions' guide Mike Moore. "You can also watch the effect on the water, the reflections in the atmosphere and you've got a much broader expanse of what you can see."

Voyages & Journeys is planning a trip around the upcoming total lunar eclipse (or blood moon) on 14 March 2025, suggesting the 77-metre explorer yacht *La Datcha* as the perfect vessel to travel to the eclipse's prime viewing point: the Gulf of Alaska.

Not willing to wait until 2025? There will be a few eclipses this year, including an annular eclipse on 14 October. For this, Pelorus will be using superyachts to access remote islands in Honduras, Guatemala, Panama and Belize for photography masterclasses with assistance from Hüdepohl.

Eclipse-themed charters are also a high priority on Black Tomato's agenda, most recently to Raja Ampat – a destination which Carolyn Addison, Black Tomato's head of product, describes as "a treasure trove of natural wonders". The Indonesian Archipelago is home to the world's most biodiverse marine ecosystem and eclipses are best seen from aboard a traditional Phinisi boat in this remote locale.

Out of all the different types of eclipses – including total, annular (where the moon covers the sun's centre) and partial – Hüdepohl attests that a total solar eclipse is the most spectacular thing he's seen, especially when watching the animals near the coastlines. "The birds will stop singing and cows in fields will lie down because they think it is night time," he explains.

Clockwise from top right: Glacier Bay, Alaska; Honduras; Raja Ampat; Papua New Guinea; the 33m Phinisi Leyla*; an annular eclipse*

Honduras/ Guatemala/ Panama:
Madsummer
95m **Guests** 12
moranyachts.com

Rajat Ampat:
Samata
42m
Guests 10
fraseryachts.com

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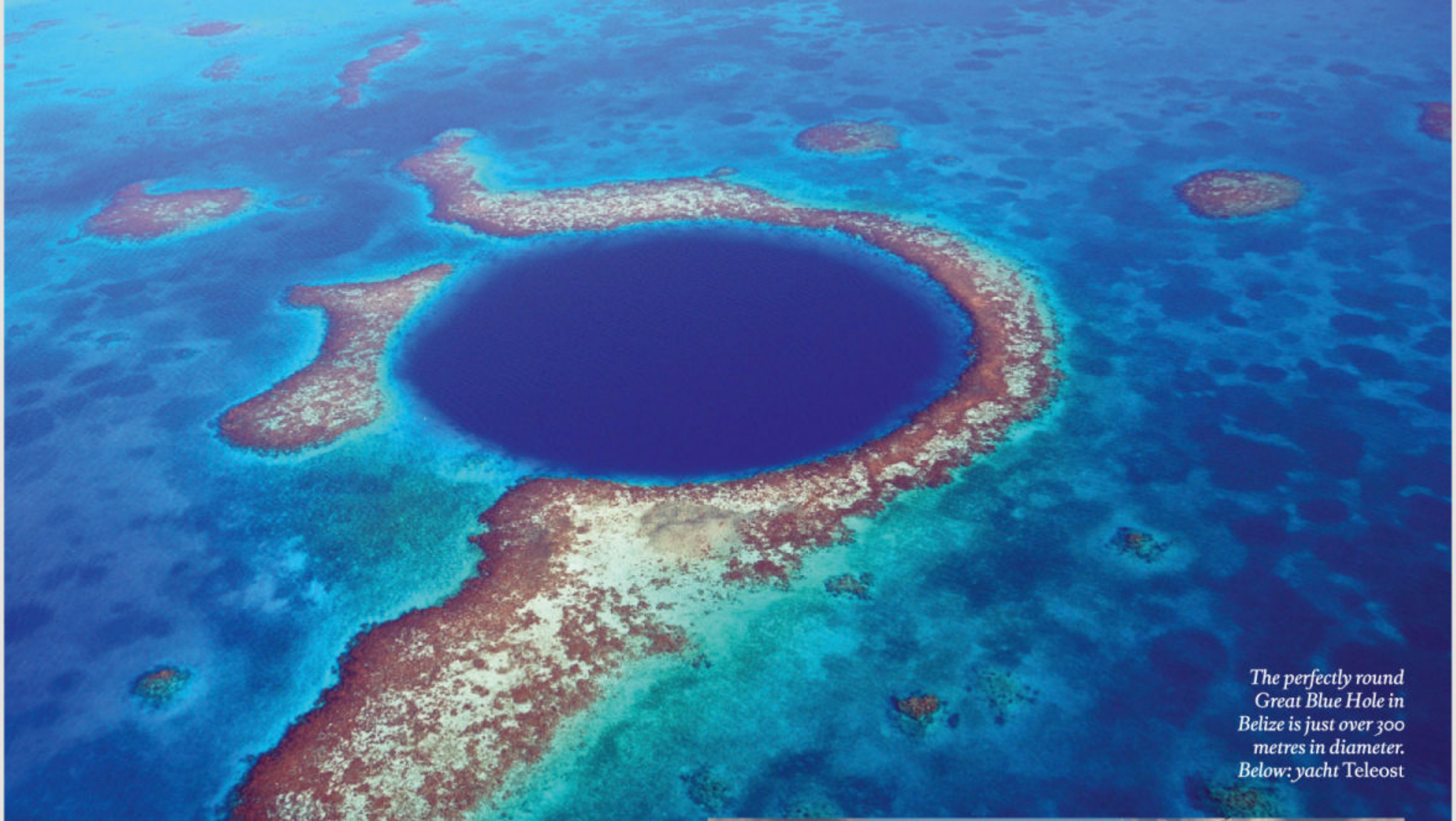


The perfectly round Great Blue Hole in Belize is just over 300 metres in diameter. Below: yacht Teleost

MIGHTY MIGRATIONS

Belize ●
Tonga ●

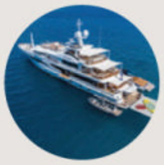
Eclipses are not the only time when marine life might display weird and wondrous reactions. Spring full moons are also known to affect the behaviour of the giants of the sea, whale sharks, which congregate close to the underwater wonder of the Belize Great Blue Hole in Central America. The 125-metre-deep sinkhole 70 kilometres from the mainland formed in the Ice Age when rising seawaters flooded a cave system. "Whale sharks are typically deep dwellers, but they come [to the surface] to feed when mutton and dog snapper fish are spawning in the area," says Pelorus's head of yachting Elise Ciappara. "We encountered them when I was on board 49-metre *Teleost*."

Using snorkelling and scuba kit from a superyacht toybox, descending in a submersible or jumping into the blue hole from a low-flying helicopter are unique ways to witness them. "They were fairly inquisitive and we were able to snorkel with several," says Ciappara. "You can feel slightly intimidated when you realise the size of the whale sharks, but with the right team it's easy."

Humpback whales also display impressive migratory behaviours, with the Pacific islands of Tonga remaining one of the best places to see them, according to the captain of 37-metre charter yacht *Dardanella*. It is estimated that about 700 whales journey to various parts of the kingdom in June each year, returning to Antarctic waters around November.

"The Tongan islands are insane, truly incredible for that, because every year the females come up there to raise their young," says the captain. "If you're sailing through there at the right time, you might see between five or 20 whales. They're very calm; they come there for safety so they're easily approachable."

This region also has a much higher occurrence of the natural phenomenon of bioluminescence, says *Dardanella*'s captain, who has travelled extensively throughout the South Pacific – although EYOS co-founder Tim Soper has witnessed "the natural firework display" south of Portugal as well. This sparkly blue glow comes from an accumulation of marine organisms or algae that emit light when disturbed by a wave or a ship's wake. At times, dense toxic blooms of a certain organism can occur, turning the ocean red in the daytime. This is often known as a red tide.



Tonga:
Driftwood
55m
Guests 12
y.co

The world's largest fish is surprisingly docile around divers

PHOTOGRAPHY: BILLY BLACK; FLORIAN LEDOUX; SECRET ATLAS; COOKSON ADVENTURES; ADOBE STOCK; MICHAEL GREENFELDER/ALAMY STOCK PHOTO; MARCO QUINTARELLI/EYEEM VIA GETTY IMAGES; TURTLE INN; ALEKSANDR ABROSIMOV; (C)ANDREW HOUNSLEA VIA GETTY IMAGES; TIM MCKENNA; FRASER YACHTS; CHRISTOPHER SCHOLEY/EYOS EXPEDITIONS; JENNIFER FRASER VIA GETTY IMAGES. MAPS: FREEVECTORMAPS.COM

Svalbard
British Columbia

BEAR NECESSITIES

Another animal behaviour best observed from on board is the springtime emergence of polar bear cubs from their dens in the Arctic Circle. Each May, the youngsters follow their mothers out toward the coastal sea ice, where she can teach them to hunt seals. Known to actively hunt humans, these ferocious creatures are a thrill to watch. Andy Marsh, co-founder of Secret Atlas, recommends witnessing them in Svalbard, a rugged, remote Norwegian archipelago in the Arctic – and staying there for at least 10 days to ensure greater success of sightings.

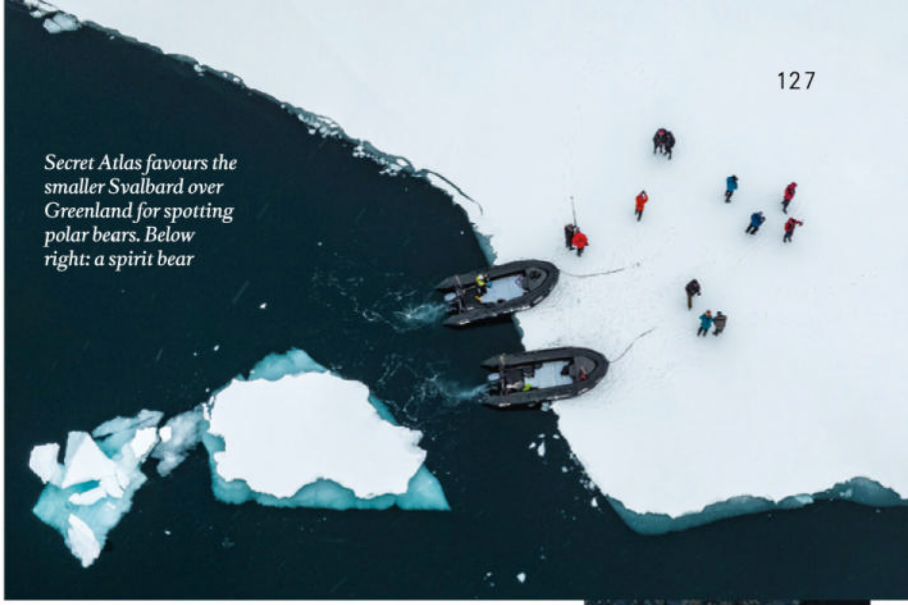
The last time Marsh saw a cub on its first walkabout was in May 2022 aboard 46.5-metre *Explorer*, approximately four hours out from the port of Longyearbyen. "We saw a mother and cub on the edge of the fjord ice, and then a male bear started to challenge them. It felt like a scene from a nature film. We were there for ages watching this unfold."

Marsh employs expedition vessels and superyachts for such excursions. To get even closer, Marsh recommends deploying a Zodiac Milpro MK 5 inflatable boat – but remembering to stay at least 200 metres away and turn off engines for minimal disturbance. "Zodiacs allow us to travel to a wildlife sighting at a fast speed, explore shallow waters and switch off the engine in a split second," explains Marsh. "On land, if you see a polar bear, you have to evacuate immediately." In a Zodiac, however, "You're safer. And bears don't tend to attack in the water."

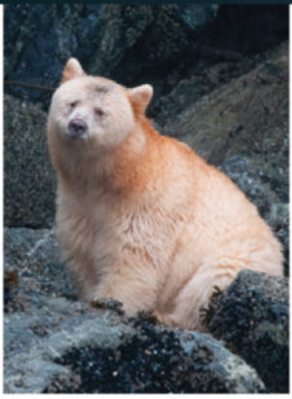
In the Great Bear Rainforest of Canadian British Columbia, superyachts have also become a key component for tracking down the spirit bear, one of the rarest mammals in the world. These mutated black bears are born with white fur and are sacred to the indigenous people living in the area – as legend goes the Raven (creator of the world) turned every 10th bear white to remind people of when glaciers covered the land. Their equally shy neighbours, the Vancouver coastal sea wolves, are also revered and every autumn both animals are lured outside of the forest to the rivers to feast on sockeye salmon, which spawn there.

Operating helicopters is a challenge in this region. "A boat allows us to venture deep into the maze of waterways, dramatically increasing our chances of experiencing memorable encounters with the bears," says William Siddeley, senior concept designer at Cookson Adventures.

For this fjordic expedition, Cookson sails the 34.6-metre classic *Pacific Yellowfin* south along the coast from Kitimat to Bella Bella. Siddeley recommends at least five nights on board to ensure a sighting, noting that "guests are very likely to encounter bears over one to two days of the trip". He adds that "the wolves are harder to track and more mobile, but at least one sighting of a pack", can be expected during this period. Even if you don't get lucky, this region is not short of incredible wildlife. "From orcas and sea lions to giant eagles, guests are surrounded by a thriving and biodiverse ecosystem," assures Siddeley.



Secret Atlas favours the smaller Svalbard over Greenland for spotting polar bears. Below right: a spirit bear



The best way to observe polar bears is from the water – on land they can run at 40km/h

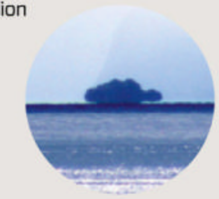
Arctic Circle:
Nansen Explorer
72m
Guests 12
eyos.com

British Columbia:
Komokwa
41.1m
Guests 12
fraseryachts.com

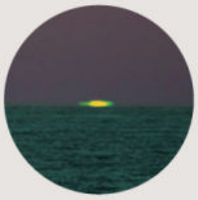
BEST BY BOAT

Some illusions and natural phenomena can occur all around the world – and sailors typically enjoy the best views of these

Fata Morgana The mirage caused by light rays bending as they pass through different temperature air layers appears as a distant floating city or ship, hovering upright or inverted above the horizon. Historically seen in the Strait of Messina, this optical illusion is named after the Arthurian sorceress Morgan Le Fay.



The green flash When the air is stable and clear during sunrise or sunset, the earth's atmosphere can cause sunlight to refract into different frequencies. This creates a green light at the horizon, momentarily colouring the surrounding waters emerald. This mirage can be viewed from any body of water in the world.



Waterspouts This tornado-like column of fast-moving wind that spins over bodies of water descends from cumulus clouds when the air above is much warmer than the water below. It is common in tropical climates and is rarely as dangerous as a tornado, but captains are advised to head away at a 90-degree angle.

Ice eggs In rare occurrences, ice eggs can accumulate on beaches during freezing weather. They are caused by the wind and currents rolling over small pieces of sea ice in open water, turning each one into an almost perfect sphere of between 10cm and one metre across.

>>

Left: ice calving in Svalbard. The dramatic show of nature comes with an equally powerful sound. Right: the underwater waterfall of Mauritius

Svalbard ●
Antarctica ●
Chile ●
Alaska ●

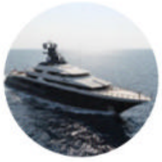
SPECTACULAR SCENERY

Experts like Siddeley and Secret Atlas' Marsh encourage travelling to places where the natural phenomena extend to the geography, in order to mitigate disappointment for guests when other aspects of nature won't play ball.

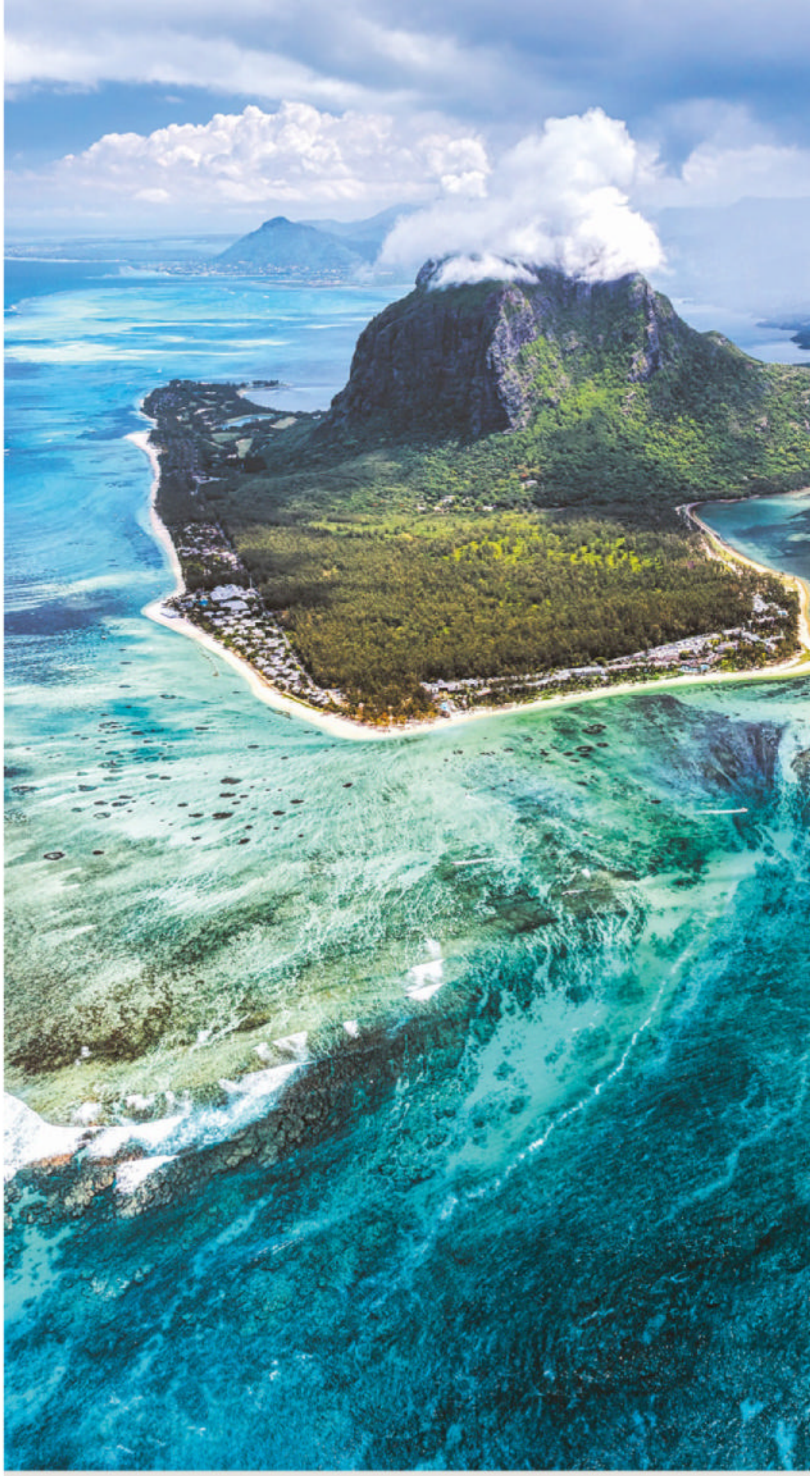
"Go to Svalbard because it's an amazing location, not just because of the polar bears," Marsh advises. Summertime in the Arctic is characterised by the spectacular midnight sun, as well as ice calving – the breaking off of icebergs from retreating glaciers. The booming cracks and thunder as the ice slams into the sea, Marsh says, is "a really dramatic thing to witness".

They can also create powerful waves. Glaciologist Julian Dowdeswell says that major calving events might cause "a mini tsunami", but "if you're in a ship in the middle of a fjord, you don't tend to feel that very much." For safety, official guidelines by the International Association of Antarctica Tour Operators specify yachts stay 200 to 300 metres away from the glaciers.

Dowdeswell says the most frequent ice calving happens in Antarctica, Alaska, the Arctic and Chile during their summer months, pinpointing the Monacobreen, Hansbreen and Lilliehöökbreen glaciers in Svalbard and Pia glacier in Chile as key areas. "If you're around for a week, the chances of you seeing something is quite reasonable there. But they're still not completely commonplace. If you're by a tidewater glacier, you could sit there for days and not see anything. And then all of sudden you'll hear a rumble and then you'll see a very spectacular collapse of the ice wall."



Chile:
Tranquility
91.5m
Guests 22
camperand nicholsons.com



Mauritius ●
Kimberley region in Western Australia ●

WATERY ILLUSIONS

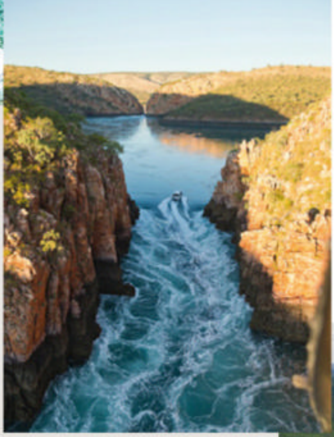
Geographic phenomena are, of course, not relegated to the polar extremes. Off the coast of Le Morne Brabant in southern Mauritius lies an underwater waterfall. Created by perpetual shifting sands off the edge of a submarine plateau into an abyssal drop of 4,000 metres, the crystal-clear waters create an optical illusion that emulates a crescent-shaped waterfall under the surface. Black Tomato has orchestrated boat and dive tours to the site, but "it is through the aerial perspective that you can best appreciate the illusion with maximum impact", says Addison, recommending a flight from your superyacht helipad to best enjoy this view.

From an underwater waterfall to the magnificent horizontal waterfalls of the Kimberley region in Western Australia.

PHOTOGRAPHY: MIKE MOORE/EYOS EXPEDITIONS; GERHARD HÜDEPOHL; FEDEVPHOTO VIA GETTY IMAGES; CAMPER AND NICHOLSONS; NICOLAS CLARIS. MAPS: FREEVECTORMAPS.COM

Mauritius:
Guillemot
43m
Guests 10
camperand nicholsons.com

Kimberley, WA:
Princess Iluka
34.5m
Guests 10
iyc.com



This daily spectacle is caused by fast-moving tides pouring through the narrow gorges of the McLarty Range in Talbot Bay, creating the illusion that the water is actually falling horizontally.

EYOS's Moore suggests the best way to view this is to anchor off the bay and take a Zodiac towards the falls for closer observation. "When you time it right, you can take Zodiacs through, and you can be going full speed and the water is just piling up against you. It's really incredible," he says. "Seeing it from the air, you'll just see a bit of white water. But if you're actually faced with the tidal bore, seeing the power of the water gushing through these narrow constrictions, there's no comparison." He adds that the waves become "more dramatic" depending on the phase of the moon each month.

Tanna Island, Vanuatu

NATURE'S FIREWORKS

Above: Mount Yasur in Vanuatu is an easily accessible active volcano

In Oceania, volcanic activity is also prevalent. Moore attests that the best volcanoes are east of northern Australia, "particularly Mount Yasur on Tanna Island is amazing".

The volcano here has been erupting continuously for hundreds of years, and boats are able to get the best views by approaching close to the rim. Though there is an airport on the island to get visitors onto the volcano, Moore explains that "Like being at the base of a skyscraper, if you are standing too close on the coast, one cannot see the top. The views are better from the perspective at sea, and the red glow from the volcano often reflects on the clouds above it, creating an amazing sight."

But while travel experts can employ their expertise and the advice of scientists to plan meticulously for spectacular shows of nature, each attests that managing clients' and owners' expectations is vital for a positive experience. Cookson's Siddeley stresses that "patience is key" for observances of natural phenomena, but notes that quiet moments spent waiting and listening in expectation can still be "a deeply relaxing and immersive experience".

Sometimes, nature's whims will simply not play to the crowd, but, according to Moore, this risk is part of what makes the experience so exciting. "The ephemeral nature of natural phenomena is what makes it so special – it's like gambling," he says. "You can plan exhaustively, but all of the conditions have to conspire with you, and that's when you have these moments of pure magic." ◘

Left and above left: the Kimberley region's horizontal and vertical waterfalls

EDGE

THE BOLD AND THE BEAUTIFUL

Photography
AHMET YILDIZ & HAKAN YESIL

With a youthful design ethos and a bright hull, the Sarp XSR 85 is aimed at a fresh generation of owners. It's a boat built with intelligence, originality and a sense of fun, learns *Risa Merl*

Picture a yacht built on speculation, and you might imagine a white hull and restrained interior diffused in beige. Something nice but safe – designed to appeal to the masses. What's less likely to come to mind is an eye-catching "Porsche Guards Red" hull, striking interior details and a clever layout. But the new XSR 85 series from Sarp Yachts is not made up of your typical spec boats. The first hull, aptly named *Edge*, stands out for her creative design choices, obsessive space planning and efficient performance, the latter owing much to her Van Oossanen Fast Displacement Hull Form.

The Turkish yacht builder set the brief for a pocket superyacht with a futuristic design, flexible layout and nature-inspired interior. "They wanted to build a yacht below 24 metres but with superyacht quality," says Emre Sandan, founder and naval architect at Mavi Marine, which served as project manager and set the vision for the yacht concept. As the former shipyard manager for Sarp Yachts, Sandan had an insider's understanding of the builder's ethos and capabilities, which informed the evolution of the XSR 85. Counting her transforming swim platform, the XSR 85's LOA is just shy of 26 metres, but her hull length is 23.95 metres and her build team tends to refer to her as such.

Yacht design studio RED, with offices in Istanbul and London, was called upon for the design. It first linked up with Sarp for the XSR 105 concept, announced at the Monaco Yacht Show in 2017. RED is a relatively new design house and Sandan saw this as an asset. "His belief was that as a young and new-generation design office, RED would make a different and more creative design than many boats on the market," says Fatih Sürekli, managing partner and naval architect at RED.

The designers have imbued the XSR 85 with a youthful vigour, aiming to catch the eye of the next generation of yacht owners. The school of thought is that younger owners want open-plan spaces, favour outdoor living and, in general, are more concerned with experiences than overt luxury. Hence, the appeal of explorer yachts or sports utility boats. RED looked to these as a style cues when creating the XSR 85. "We worked with

The builder chose the Van Oossanen fast-displacement hull for its efficiency and longer range at higher speeds than a traditional displacement hull; it also offers greater interior space than a semi-displacement shape

"We tried to have as many exterior living spaces as possible and to design the interior and exterior spaces as a continuation of each other"

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“Sarp Yachts wanted to build a boat below

24 metres, but with superyacht quality”

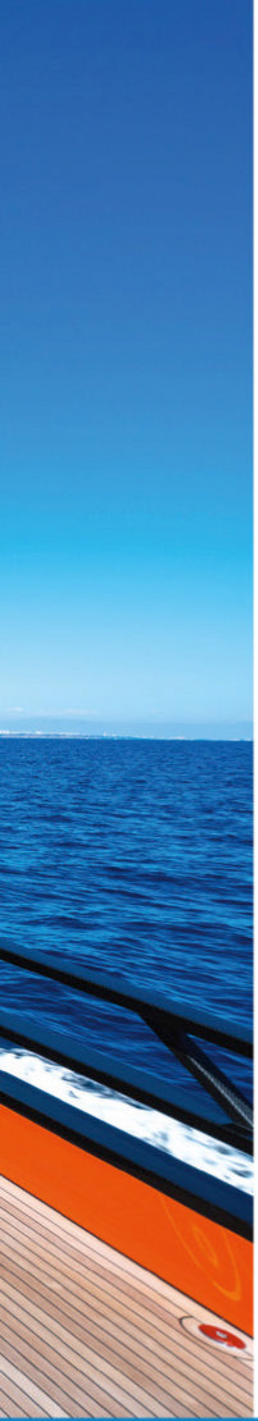
“We were requested to try lines that have not been tried before. Although there are incredible details, she doesn’t look over-designed”

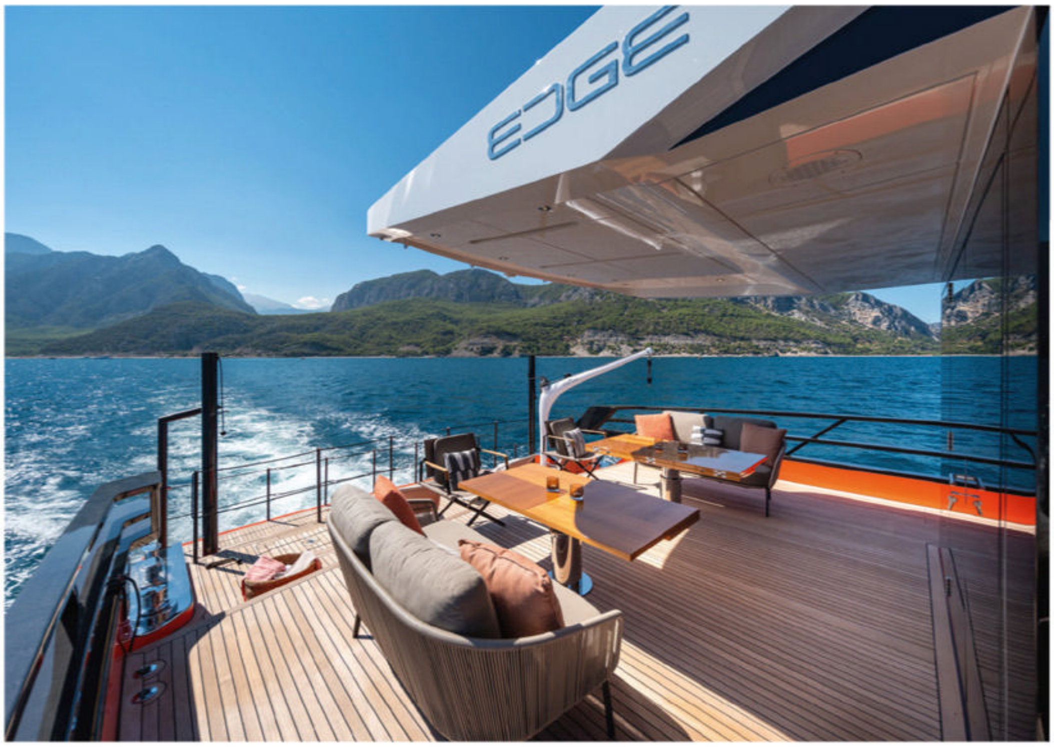
Many of the exterior furnishings by Kettal and Paola Lenti are loose to provide maximum flexibility in how the spaces are used

expedition boat DNA, but making it sporty and appealing to young people,” says Sürekli.

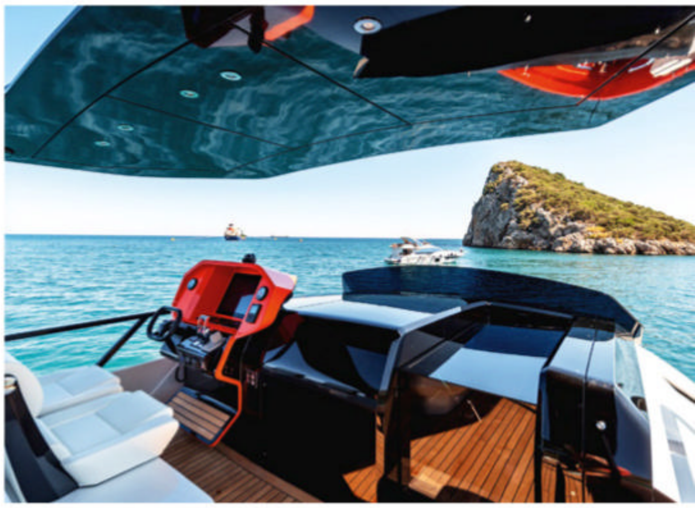
In keeping with the style of an explorer, *Edge* has wide side decks and a high bow, but geometric glass cut-outs in the bow add an element of visual interest. “We were requested to try lines that have not been tried before,” says Sürekli. “Although there are incredible details, she doesn’t look over-designed.” The high bow is contrasted with low bulwarks, topped with angular carbon-fibre handrails. The yacht is constructed with a composite hull and carbon-fibre superstructure – in fact, carbon fibre was used liberally on board to save weight and give a sporty look. Additional supports were used in the hull sides to support the large windows in the lower deck accommodation. These hull windows are framed in a parallelogram shape, which gives the overall effect of a continuous line of glass. “Using a single window line on the hull gives a sophisticated yet simple look,” Sürekli adds.

In many ways, the exterior profile is defined by





There is a nod to automotive design in the Porsche colour paint job, the carbon-fibre details and a car-inspired helm station on the flybridge (right)



its windows, with a distinctive wheelhouse that juts forward, contrasting the straight and flush main saloon side windows. The glazing on the main deck is notably expansive, stretching beyond mere floor-to-ceiling boundaries as the glass wraps up and over the superstructure itself, allowing light to stream in from the ceiling. The reflective windows are so cleanly flush that you might never guess they are really doors, which open by sliding forward and then to the side. With doors opening to port, starboard and aft, the main saloon becomes an open-air living area that's well connected to the multi-level aft deck. "The entire main deck opens up as a true entertaining platform," says Sandan.

While there is no beach club, the aft deck configuration allows guests to feel connected to the sea. Two steps down from the main aft deck is an area with chaise longues, and four steps down from there is a massive swim platform. The hydraulically operated platform performs a hat

With doors opening to port, starboard and aft, the main saloon becomes an open-air living area that's well connected to the multi-level aft deck

Left: a wall lowers to connect the galley, with its guest-level finish, to the main saloon

trick, serving as a water-level base for swimming or tender boarding, then raising to lift the tender and again transforming to act as a passerelle for boarding from the dock. It's a clever way to combine multiple functions in a smaller yacht.

It's easy to imagine an owner and friends making the most of the main deck and the multiple outdoor living areas. For a yacht this size, there are plentiful exterior spaces. Guests can spread out in the bow lounge, with its sofa, table and sunpads, or head up to the shaded flybridge with its large table for al fresco dining and bar area. A second helm station on the flybridge gives a major nod to automotive design.

"We tried to have as many exterior living spaces as possible and to design the interior and exterior spaces as a continuation of each other," says Sürekli. RED took a holistic approach to the XSR 85's design, creating spaces that breathe and flow seamlessly. In the main saloon a bar with high stools faces the forward bulkhead wall that can be lowered to reveal the galley. When the galley wall is open, the view stretches all the way back to the bathing platform. As Sandan explains, many owners of yachts this size like to cook for themselves, and this layout choice and galley with high-level finishes gives them this option. Likewise, guests who prefer to have a chef and more privacy can raise the wall.

The bulkhead wall itself is made of glass that's etched in gold with artwork depicting a forest scene, which speaks to the interior's natural theme. RED collaborated with Saken for all glasswork such as this custom-made panel, the coffee table and decorative light fixtures. "We were inspired by the forms of nature," says Cana Gökhan, managing partner and design director at RED. "The design brief from the yard for the interiors was 'nature' – and the layout should also make guests feel as if they were inside a bigger yacht." The main staircase itself was inspired by

The near-6.5-metre beam and extensive glazing add to the main deck's feeling of spaciousness. Below: the flybridge's table and bar lie in the shade of a hardtop

this brief. "It's designed like a tree, giving the impression of a tree house as it connects all the decks on one vertical axis, which also saves space," says the designer. The organic-shaped, floating wooden steps are handmade and carved with the imprint of leaves.

The designers aimed for a mix of serene and visually exciting details. "We used many organic and geometric forms in the most simplistic ways possible, without overwhelming the guests and forgetting that this will be a serial production yacht," says Gökhan. "When one steps on board, it is not as if they are in a rigid box of furniture anymore; it feels flowing and organic but it doesn't also bore them." Mirrors and glass were employed liberally to create reflections and depth. Parquet floors and wood veneers by Alpi appear in different shades, leather details are by Spinneybeck, and RED worked with Palagi for the lighting. Loose furniture is used inside and out to afford flexibility, with Poltrona Frau as the preference for the interior and exterior furnishings by Kettal and Paola Lenti.

With careful space planning, the design team was able to pack a surprising amount of living space into only 123 gross tonnes. The lower deck hosts a lounge that, when pocket doors close,

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Pocket doors transform this lower deck saloon or games/cinema space into a fourth guest cabin with twin berths

Left: the stairway's design is inspired by trees. References to the natural world like this are found throughout the yacht. Below and bottom left: the VIP cabin and its en suite

*Left: the full-beam master maximises space and light by including its en suite (*opposite page, bottom right*) within the cabin.*

The bathroom fixtures are from Dornbracht. Below: the port-side guest cabin can convert into a lounge/ cinema. Above: the VIP

> **"We consider it the most fantastic luxury for a designer to design freely without being constrained"**

converts into a fourth cabin. "The convertible cabin in the lower deck gives an opportunity of a second lounge, which is a unique feature for this size," says Gökhan. When configured as a living area, it makes an ideal second saloon or a cinema/ games space. Owners can have their cake and eat it, too, not having to decide between three or four cabins. A twin cabin, forward VIP and full-beam master amidships round out the accommodation.

The master is open to the bathroom set to port, an intentional decision to maximise the use of space and allow daylight to filter in from windows on both sides. But the use of materials changes to delineate the different spaces; the wood of the cabin switches to marble to mark the start of the bathroom area. Meanwhile, the use of bronzed glass shower doors and robust bronze handles for the wardrobe doors creates a sense of harmony in the open-plan master. A 49-inch television hidden in anti-reflective glass is built into the wall across from the forward-facing bed. The ceiling over the bed curves down to connect with the headboard, drawing the eye downwards. This effect is also practical, hiding air conditioning vents. A dressing table to starboard has a red Alicante marble that adds warmth to the room.

Efficiency was a key word not only in creating a layout that maximised space, but also when it came to the yacht's performance. According to Sandan, these two aims actually supported each other thanks to the use of the Van Oossanen-designed Fast Displacement Hull Form. "We chose it because it's the perfect efficient hull form that also gives a lot of interior space compared to a V-chine hull," he says. "And with this hull form, we have a longer range while being faster than a regular displacement hull."

Edge has a conventional propulsion system with twin 800-horsepower MAN engines providing a top speed of 19 knots and a range of 1,000 nautical miles when cruising at 12 knots. But the XSR series also offers the option for hybrid propulsion, and hull No 2, currently in build, will have a Praxis Mega-Guard hybrid system with four power modes including full electric and diesel-electric. It will also have different interior styling and a turquoise-metallic paint job. Sarp is betting hard on its outside-of-the-box XSR 85, with hull three reportedly in build as well – all three are currently for sale.

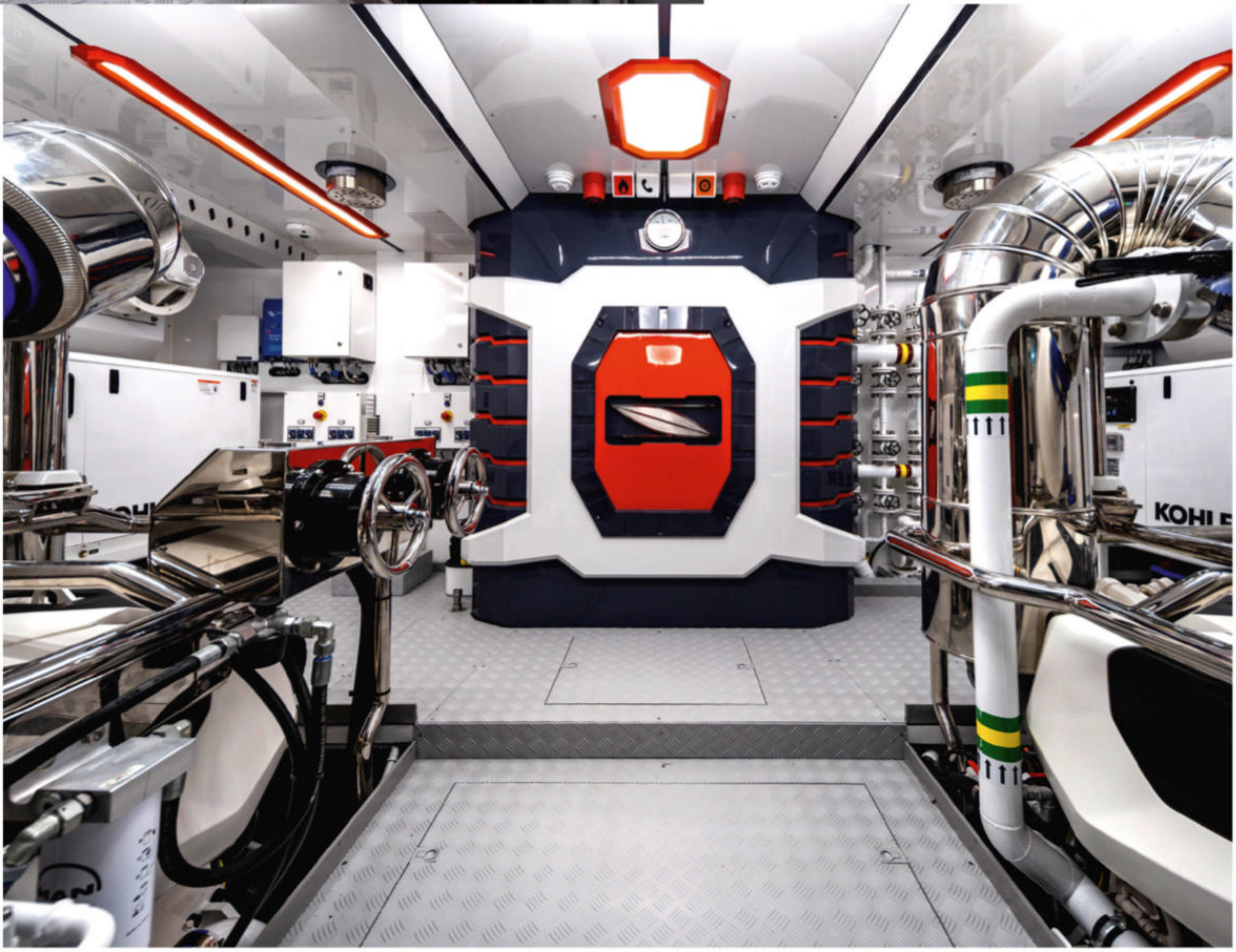
While some designers feel confined by creating a spec boat, RED says it actually gave them a sense of freedom. "We consider it the most fantastic luxury for a designer to design freely without being constrained," says Sürekli. "On the other hand, sometimes, the shipyard made decisions that pushed things further than we even dared." With its XSR 85 series, Sarp isn't aiming to attract owners by playing it safe but by offering something unique. As such, its first offering is certainly no blushing flower, but a bold entry into the pocket superyacht market. ◻

Super engine

In a yacht that constantly surprises with the space it fits into its relatively petite dimensions, the engine room of the Sarp XSR 85 is no exception. The full-height space has plenty of room for the yacht's engineer to work, with equipment easily accessible for maintenance. The freshwater systems and pumps were moved forward to the bow crew area, preserving space in the engine room.

Beyond being highly functional, the engine room also presents a bit of flair for owner enjoyment. "The engine room especially attracted an incredible amount of attention during the Cannes Yachting Festival," says the yacht's designer, Fatih Sürekli, managing partner and naval architect for studio RED.

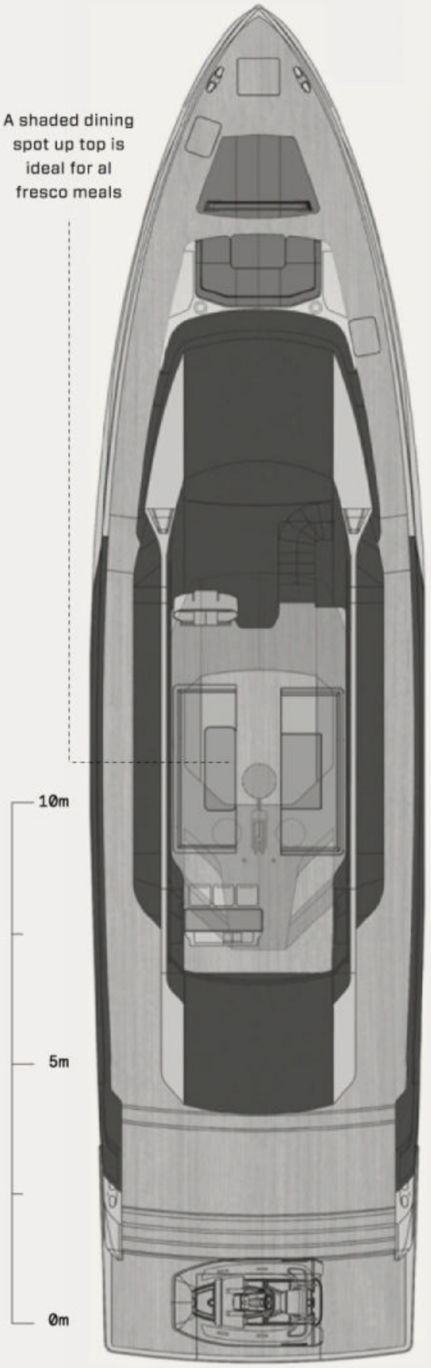
Indeed, detailing in the engine room serves up a spaceship-meets-superhero vibe. This was the vision of the project management team at Mavi Marine. A "shield" (metallic-looking, but actually made of GRP) in grey and an orange-red shade that matches the hull adorns the wall of the engine room. "It was inspired by a spacecraft – we wanted to do something fun," says Emre Sandan, founder of Mavi Marine, who was inspired by movies like *Star Trek* and *Transformers*. "It's like a superhero shield, showing off the power of a boat."



Edge

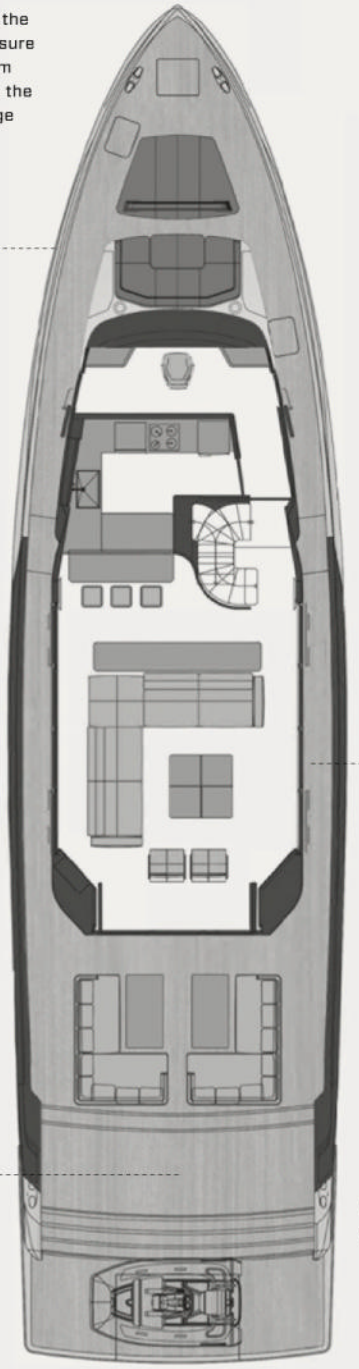
Sarp Yachts

Flybridge



A shaded dining spot up top is ideal for al fresco meals

Main deck

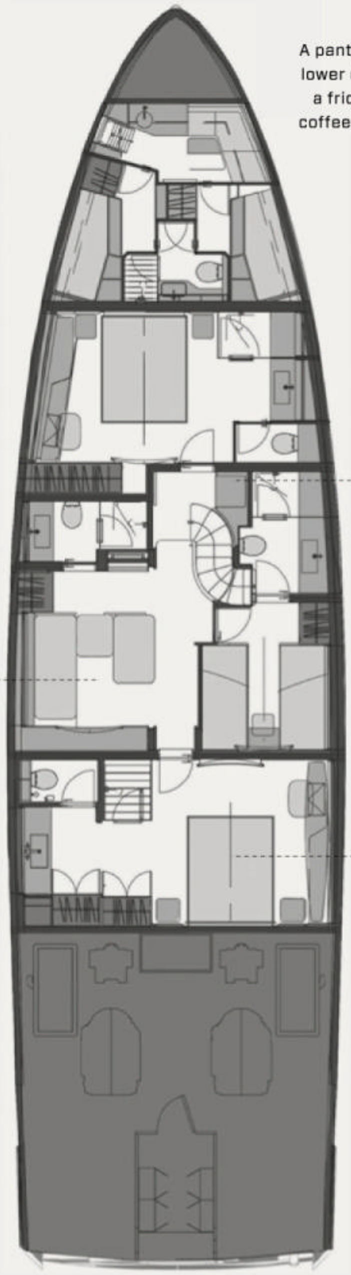


Cut-outs in the bulwarks ensure views from anywhere in the bow lounge

Windows are flush with the deckhouse but slide open

The open aft deck can be set up as a beach club

Lower deck



This saloon doubles as a fourth cabin

A pantry on the lower deck has a fridge and coffee machine

Storage is built in under the master cabin's bed

LOA 25.7m
LWL 23.86m
Beam 6.46m
Draught 1.4m
Gross tonnage
123GT

Engines
2 x 16-800 800hp MAN
Generators
2 x 35kW Kohler
Speed (max/cruise)
19/12 knots

Range at 12 knots
1,000nm
Fuel capacity
7,850 litres
Freshwater capacity
2,250 litres

Owners/guests 9
Crew 4
Construction
Composite hull;
carbon fibre
superstructure

Naval architecture
Van Oossanen
Naval Architects
Exterior styling and interior design
RED

Builder/year
Sarp Yachts/2022
Antalya, Turkey
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Best by Boat

Le Grand Jardin, Île Sainte-Marguerite, France

A sliver of sea less than a nautical mile wide separates the UNESCO-protected Île Sainte-Marguerite (the largest of the Lérins Islands) from the French mainland, but it feels light years away from the bright lights and boutique-lined streets of Cannes. Most visitors (who tend to be in-the-know locals) come to hike the scenic paths that criss-cross its shores, and as you step onto the jetty you are greeted by wafts of pine and eucalyptus. When the sun sets, everyone is forced to return to mainland Côte d'Azur – apart from, that is, anyone fortunate enough to be staying within the grand walls of Le Grand Jardin.

Dating back to the 13th century, the estate was once home to nobility and royalty including Louis XIV. It has now been painstakingly restored and is available as an exclusive-use getaway with 12 bedrooms across six buildings. It's a home-away-from-home like no other, complete with a stonewalled lily pond, a subterranean spa and even a free-roaming resident pheasant named Bob. Guests are treated to superyacht-style service, and can choose between relaxed family-style dinners under the stars by the pool and Michelin-star-worthy formality in the Governor's House. *lgj-cannes.com*

Edited by Georgia Boscawen

Blissful ISOLATION

As the global fleet grows, quiet spots are becoming more difficult to find in popular cruising grounds. So perhaps it's time to head further afield, says *Georgia Boscawen*, and charter a yacht in a less frequented destination...

The sub-Antarctic Hoste Island in Chile's Cape Horn Biosphere Reserve is a seldom-explored superyacht destination

PHOTOGRAPHY: POSNOV VIA GETTY IMAGES

Perhaps unsurprisingly due to the rising numbers of superyachts, quiet anchorages are becoming an increasingly rare find these days. Idyllic bays in the Mediterranean and Caribbean are commonly teeming with vessels, all battling for the optimum spot. But some of the world's most beautiful locales are seldom visited by much of the superyacht fleet. Fortunately, several charter vessels are primed to whisk you away to these far-flung corners of the earth. For a charter that offers pure escapism, rather than buzzing jet skis from neighbouring yachts, go against the grain and head to one of the superyacht world's best-kept secrets.

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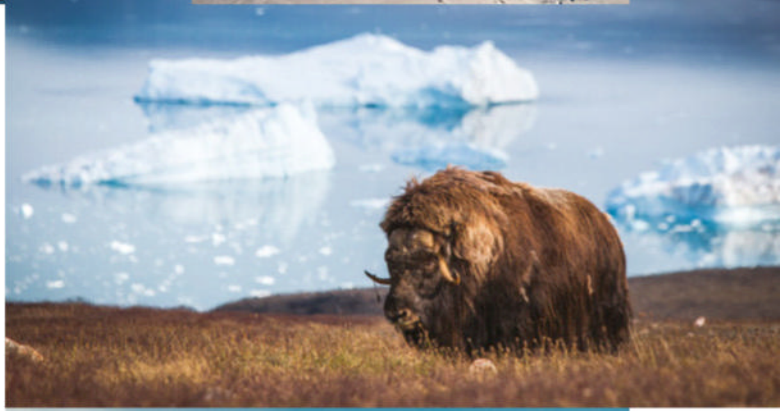


Massive yacht-dwarfing icebergs dot the vast coastline, where musk oxen roam and humpback whales breach. Top right: the Northern Lights above an Inuit settlement in western Greenland

Greenland

A continent-sized island between the Arctic and Atlantic oceans, this misunderstood land mass isn't forgotten, but seldom considered a prime superyacht destination

With swathes of icy tundra, midnight sun, the Northern Lights, small settlements of gable-roofed timber dwellings and gargantuan icebergs bobbing off its serrated coast, Greenland seems designed for the intrepid explorer. Considered one of the last remaining wildernesses, the vast glacier-strewn country has a reputation for a gruelling climate and challenging terrain – a slightly harsh and misconceived perception, but coupled with indirect travel routes, it has dissuaded many visitors.

Greenland's craggy coastline is awash with Arctic nature, with polar bears, musk oxen and Arctic foxes scampering along the ice and 16 species of whales in the depths. But in spots like Ilimanaq, a small settlement within a UNESCO World Heritage Site on Greenland's west coast, you can stay ashore in luxurious lodges in a seemingly uninhabited part of the world. The chances of stumbling across other tourists here are slim, and given its vast size of 2.16 million square kilometres and population of just 56,600 (as of 2021), it's unlikely you'll come across many locals either.

Greenland is, however, likely to experience something of a tourism surge after the start of direct US flights and an international airport scheduled to open in 2024, so it's a good idea to start planning now. And the best way to experience this raw, nature-rich destination is, of course, aboard a superyacht.

Best for charter

Aquijo

At 86m, the world's largest ketch is a thoroughbred of Dutch construction. She's perfect for wild cruising in spots such as Greenland. *edmiston.com*

Legend

Built in 1974 as an icebreaking tug, the 77.4m yacht was rebuilt in 2016. Few yachts can cope with cooler climes better than *Legend*. *y.co*

PHOTOGRAPHY: PAUL SOUDERS VIA GETTY IMAGES; BY WILDESTANIMAL VIA GETTY IMAGES; CASPER WERTH MADSEN VIA GETTY IMAGES; DONWOGDO VIA GETTY IMAGES; STUART PEARCE; POWDERBIRD; PAUL HARRIS/AWL IMAGES; FRANK KRAHMER/AWL IMAGES; PELORUS

Chile

Stretching along the western edge of South America, Chile is an aquatic paradise with 6,400 kilometres of Pacific coastline. Yet few visitors travel far enough down the continent to behold its mountainous grandeur

Clockwise from top left: the Incahuasi volcano; Las Niñas vineyard; statues in Arica; the Atacama Desert; the Licancabur volcano; sea lions in Patagonia; Chile Chico in Patagonia

PHOTOGRAPHY: JORGE LEON CABELLO VIA GETTY IMAGES; IGOR ALECSANDER VIA GETTY IMAGES; FRANCES M GINTER VIA GETTY IMAGES; RICARDOMARTINEZ VIA GETTY IMAGES; CAVAN IMAGES VIA GETTY IMAGES; ANNA MARDO/EYEEM VIA GETTY IMAGES; SERGIO DONOSO/EYEEM VIA GETTY IMAGES; CAMPER & NICHOLSONS; PELORUS

Best for charter

Tranquility

Five-deck 91.5m *Tranquility* takes 22 guests and offers a sanctuary from the extremes of the Patagonian climate. *camperandnicholsons.com*

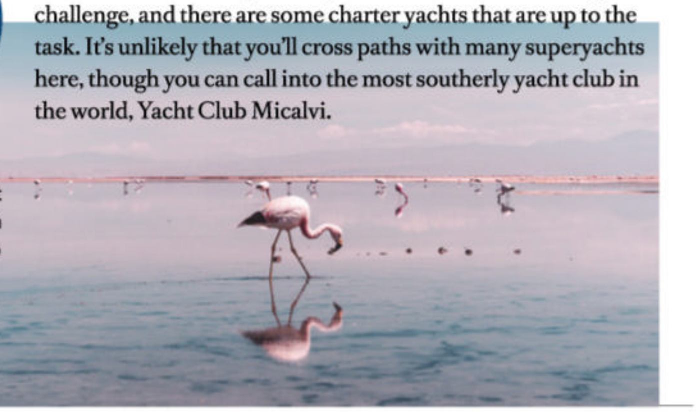
SuRi

With one of the finest toyboxes afloat, 63.4m *SuRi* brings the fun to an Chile's isolated coast. She even has room for a seaplane. *pelorusx.com*

Mild southern hemisphere summers, striking blue glacial lakes and a twisting fjord system await superyacht discovery along Chile's long and peaceful coastline, which welcomed just 28 superyachts in 2022. Vessels are perhaps discouraged by rumours of ruthless weather and legends of Cape Horn – but there are charter yachts here, primed to showcase the country's desert-like north and the icy realms of its Patagonian south.

Before things get a little brisk in Chile's southern region, the green valleys surrounding Chile's capital, Santiago, are heaving with vineyards, including the Maipo Valley – red wine territory. Further south, Chilean cruising encompasses the peaks of the Bernardo O'Higgins National Park and the Torres del Paine National Park, a UNESCO Biosphere Reserve and voted the eighth wonder of the world. Here glacial lakes are luminous turquoise, and the region hosts an abundance of wildlife, including guanaco, condors and pumas.

Perhaps most infamously is Cape Horn, where the Atlantic and Pacific Oceans meet at the country's southernmost tip. Crossing this point promises an adrenaline-fuelled expedition. With year-round high waters and powerful westerly winds, it should be attempted with extreme caution and experienced crew. But for the intrepid, it represents the ultimate sailing challenge, and there are some charter yachts that are up to the task. It's unlikely that you'll cross paths with many superyachts here, though you can call into the most southerly yacht club in the world, Yacht Club Micalvi.



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Costa Rica

Historically, the lush, densely forested coastline of Costa Rica has been closed to foreign-flagged charter yachts. But following new legislation in 2021, this Central American country is welcoming visiting yachts

With 30 per cent of the country preserved in national parks, Costa Rica is a land of spellbinding fauna and flora. Its primary forests are packed with more than 500,000 species of animals, from macaws and toucans to squirrel monkeys and sloths. With more flexible entry for foreign-flagged charter vessels now, the 1,300 kilometres of immaculate coastline on the Caribbean and Pacific sides are ready to welcome superyachts, and with marina facilities already in Papagayo, Herradura, Quepos and Golfito, it's unlikely the region will remain quiet for much longer.

Besides the obvious draw of abundant wildlife, luxury tourism in the country has been on the rise, which means that it's well equipped to cater to superyacht-based visitors in search of some luxurious land-based pursuits. For this, the Papagayo Peninsula on the country's north Pacific coast is the spot to visit, with 13 rainforest-flanked golden beaches, resorts such as The Four Seasons and brand-new Andaz Resort and the Peninsula Papagayo Marina for yachts up to 76 metres.

Best for charter

Next Chapter
Fresh from a refit, the 55m Benetti is heading to Costa Rica. With jet skis, kayaks and Seabobs on board, she'll showcase the country in style. *iyc.com*

Costa Rica has no shortage of scenic coastlines, fringed by jungle replete with exotic wildlife like the aracari toucan (left)

PHOTOGRAPHY: ADOBE STOCK; ASHLEY COOPER VIA GETTY IMAGES; ROD STRACHAN VIA GETTY IMAGES; DAVID MERRON PHOTOGRAPHY VIA GETTY IMAGES; KELLY CHENG VIA GETTY IMAGES; PATRICK YEE/500PX VIA GETTY IMAGES; CAMPER AND NICHOLSONS; ARCTIC CREW; ALEX ROBINSON/AWL IMAGES; DANITA DELIMONT STOCK/AWL IMAGES; JEFF BROWN/BREED MEDIA

The quiet beauty and icy wilderness holds the attraction of Antarctica, home to many whales and millions of penguins

Antarctica

Free from political boundaries and largely devoid of humans, the bottom of the world is perhaps our final frontier. It's a fight against the ice here, but well-equipped superyachts offer a comfortable way to visit

What is it about the ice that drives people wild? Antarctica is becoming an increasingly desirable destination for those who want to go off-grid somewhere few of us will have the chance to experience. But with only a handful of charter vessels available in these wintery waters (just 15 visited Antarctica in 2022, according to BOATPro data), Antarctica remains the perfect spot to escape the masses. Solitary skiing across snowy ridges, polar plunges in the ice-pocked ocean or cruising in view of rumpled gorges: the continent of Antarctica, it's said, is like no-where else on the globe. And while it may sound austere, its vast population of penguins, orcas and whales demonstrate that there is much to see by way of wildlife, thriving perhaps due to the lack of human life here, with barely any permanent population. It's unlikely, therefore, that you'll stumble across many people during an expedition – and as for yachts, the chances of spying another one are slim, seeing as you'll already be on board one of the few that can actually make it down here. ◘

Best for charter

Octopus

After years of private ownership, the iconic 126.2m is available for charter. With seven tenders, activities are endless. *camperandnicholsons.com*

Arctic

This rugged 87.6m explorer has a toybox brimming with high-octane fun, while her elegant interiors are filled with modern amenities. *y.co*

VOYAGE NEWS

The latest must-have accessories, remote getaways and top travel tips

Resort ready

It's almost time to head back to the Med, and iconic Positano hotel Le Sirenuse has you and your other half covered with its smart resortwear collection. Crafted from linens, silks and cottons, the pieces are perfect for living *la dolce vita*. We love the Stella Abstract dress (*right*). *£694, emporiosirenuse.com*

Divine shades

SunGod's Tempests shades were designed in collaboration with America's Cup team INEOS Britannia. The two models have ultra-flexible Infinite™ 100 per cent recycled memory polymer frames and 8KO® Fire lenses. *From £95, sungod.co*

Towering achievement

Situated in the city of Lusail in Qatar, the gravity-defying Katara Towers recently opened with two hotels, Raffles and Fairmont Doha. Raffles Doha is home to the Alba restaurant, with its three-Michelin-starred chef Enrico Crippa – while the Fairmont has the world's longest chandelier at 56.5 metres. *fairmont.com; raffles.com*

Star turn

Over Water, the restaurant at Sani Asterias, which overlooks the Sani Marina on one of northern Greece's Halkidiki peninsulas, has collaborated with two-Michelin-starred chef Stéphanie Le Quellec. Her new menu features elegant French cuisine with a modern twist. *sani-resort.com*

Paradise revived

Looking for a pristine restorative retreat? Opt for the renovated adult-only resort Anantara Veli Maldives, set on an island in the South Malé Atoll. With new over-water villas, restaurants and a wellness-focused spa, this is the place to melt away your troubles before anyone else cottons on. *anantara.com*

Exclusively online

Looking for the best-kept secrets in yachting? Check out the latest itineraries, insider tips and spa reviews at *boatinternational.com /destinations*

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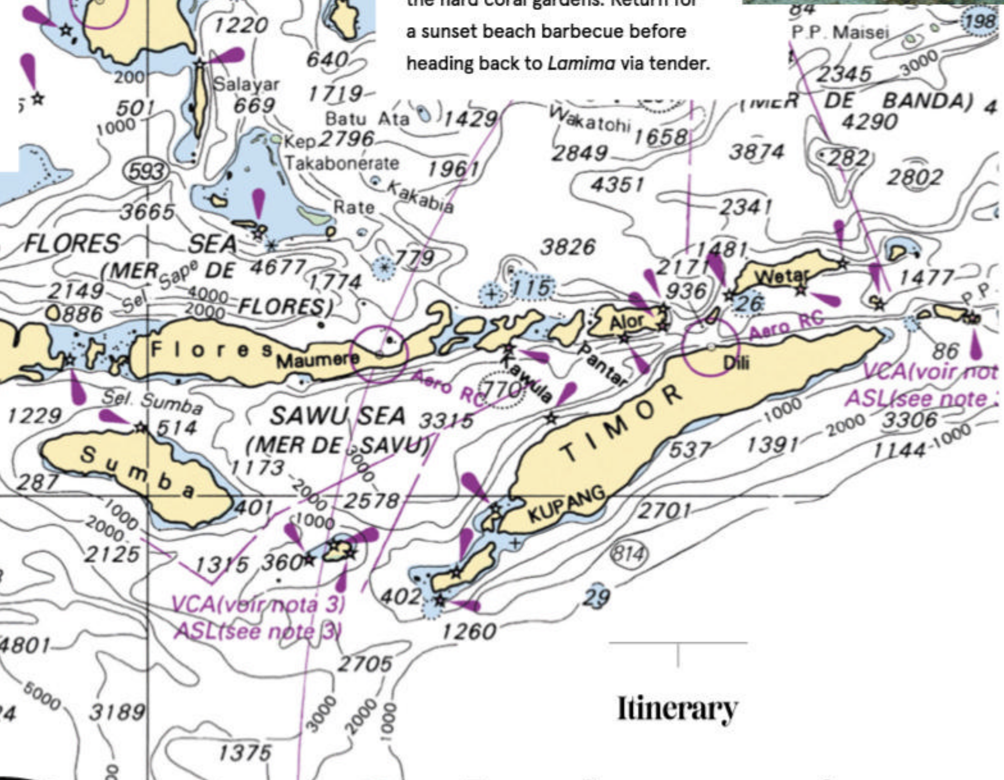
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Sel. Sumba
Sumba
SAWU SEA
(MER DE SAVU)
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Pantar
Kawula
Wetar
Dili
TIMOR
KUPANG
BASIN
VCA(voir nota 3)
ASL(see note 3)

Itinerary

Indonesia

Captain Ifan Ranggawulan of 65.2-metre *Lamima* devises a wildlife-spotting route around Indonesia's Lesser Sunda Islands

1

Day One

Meet *Lamima* in Labuan Bajo, where the crew will welcome you on board with a refreshing cocktail. Set sail for the sheltered bay of uninhabited Gili Lawa Darat island, 18 nautical miles west. Try your hand at some of the water toys or simply relax until the early evening before hiking to a spectacular vantage point.

2

Day Two

In the morning *Lamima* will weigh anchor and sail 30 nautical miles north-east for Sangeang, home to the magnificent active volcano of Sangeang Api. Among the dramatic black-sand beaches and vivid coral reefs, take a dive and explore Sangeang's kaleidoscopic underwater world. In the afternoon, visit the local Wera village to learn about traditional boatbuilding techniques.

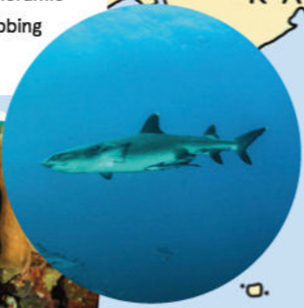
3

Day Three

After hosting a relaxing breakfast on board, the yacht will relocate 14 nautical miles south-east to the pristine beaches of Gili Banta. Spend the morning walking along the white-sand shoreline or shallow drift diving with native sea life among the hard coral gardens. Return for a sunset beach barbecue before heading back to *Lamima* via tender.

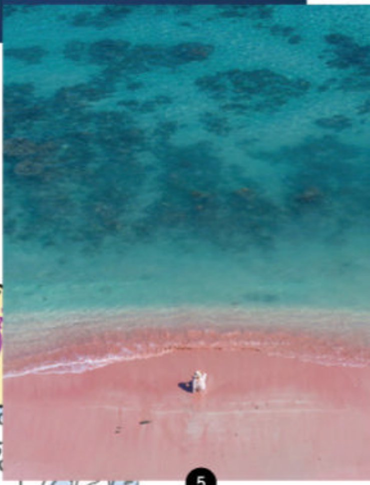
Day Four

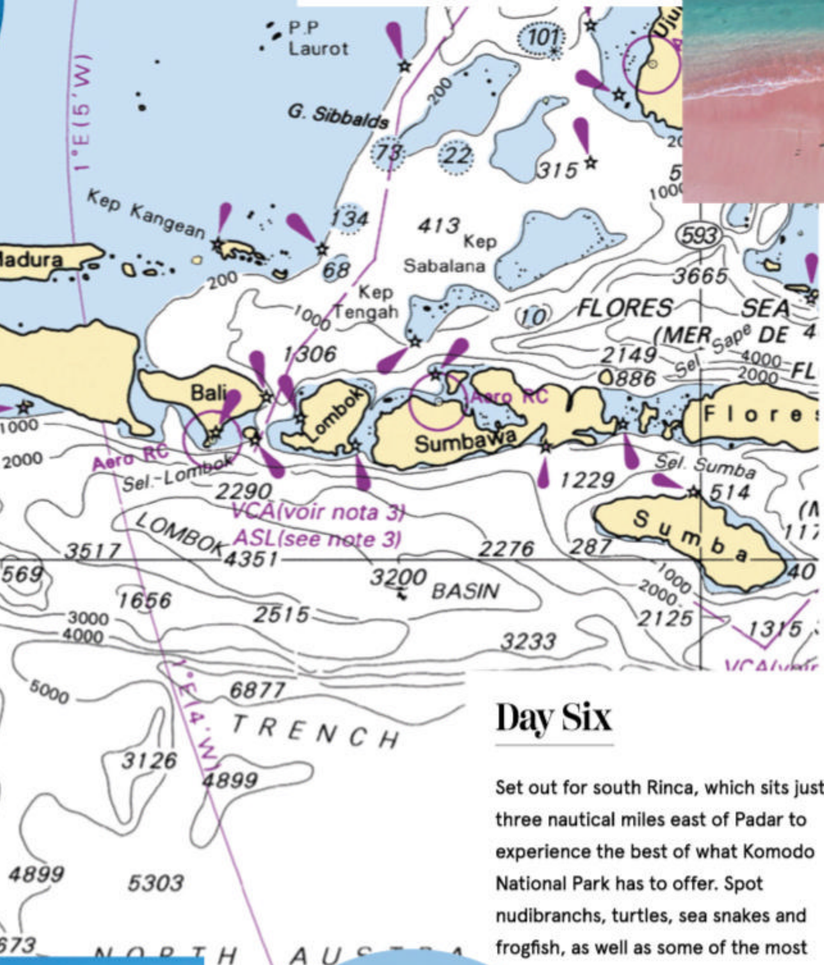
On the morning tide, set sail to Gili Lawalaut, the northernmost point of Komodo National Park. Swim with schools of fish, including trevally, sweetlips, barracudas and white-tip reef sharks. In the afternoon, set off for a panoramic viewpoint with *Lamima* bobbing in the bay below.



Day Five

Arrive at Karang Makassar, the longest reef in Komodo National Park and one of the best locations in the park to snorkel with manta rays. After lunch, *Lamima* will weigh anchor and set sail for Padar Island, between Komodo and Rinca islands, to see the legendary pink sand. Hike up to a breathtaking vantage point to watch the sunset.

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P.P Laurot
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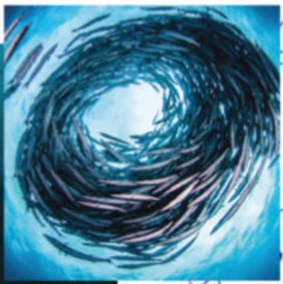
Kep Sabalana
Kep Tengah
FLORES SEA
(MER DE FLORES)
Bali
Lombok
Sumbawa
Flores
Sel. Sumba
Sumba
Sel.-Lombok
Aero RC
VCA(voir nota 3)
ASL(see note 3)
LOMBOK
BASIN
TRENCH
NORTH AUSTRA

Day Seven

Enjoy a relaxed morning while cruising to Sabolan Island, famed for its stunning white beach and beautiful reef. Enjoy a dive to see barracuda, octopus and pygmy seahorses. Relax with a beach barbecue for a memorable last night under the stars before the crew sees you off in the morning.



Day Six

Set out for south Rinca, which sits just three nautical miles east of Padar to experience the best of what Komodo National Park has to offer. Spot nudibranchs, turtles, sea snakes and frogfish, as well as some of the most colourful coral in Indonesia. After lunch, head to shore to see the world's largest living lizard, the Komodo dragon.

Lamima is available for charter with northropandjohnson.com

MAP: SHOM (SERVICE HYDROGRAPHIQUE ET OCÉANOGRAPHIQUE DE LA MARINE). PHOTOGRAPHY: ADOBE STOCK; MARTIN STRMISKA/ALAMY STOCK PHOTO; CHRISTIAN LOADER/ALAMY STOCK PHOTO; IFISH VIA GETTY IMAGES; ATESE VIA GETTY IMAGES; LOWESTOCK VIA GETTY IMAGES; REINHARD DIRSCHERL VIA GETTY IMAGES; JOAKIMBKK VIA GETTY IMAGES; ALEX SOLICH VIA GETTY IMAGES; PUNNAWIT SUWUTTANANUN VIA GETTY IMAGES; USO VIA GETTY IMAGES; ETHAN DANIELS/STOCKTREK IMAGES VIA GETTY IMAGES

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Chef's Secrets

Alex Dilling of ION Harbour in Malta reveals his culinary tip-offs to *Georgia Boscawen*

Alex Dilling is a name of growing familiarity in the gastronomic scene, having gained two Michelin stars with his team at Adour in 2012 and one at Caviar Russe in 2013. He then went on to open his first standalone restaurant at London's Café Royal in 2022. His career began under Alain Ducasse at Adour in New York, before working alongside Hélène Darroze. Today, however, Dilling's artful cuisine continues to light up Malta at the Michelin-starred ION Harbour, where he is executive chef. The food at ION Harbour is precise, aesthetically immaculate and, most importantly, completely delicious.

What do you regard as the quintessential ingredient in Malta?
Being in the heart of the Mediterranean is an absolute dream as a chef, and the quality of the seafood is just incredible. The wild line-caught sea bream is stunning; we have this on the menu barbecued and paired with Sicilian clam farce and seaweed beurre blanc.

What's the most popular dish at ION Harbour?
Hunter chicken (*pictured above*) is always a favourite and has become a fairly iconic part of the menu. It's a combination of ceps, chicken mousseline and white truffles, paired with a velvety sauce and young lettuce.

What is your favourite hidden gem in Malta?
It has to be the restaurant Tartarun. It sits on the harbour-side of Marsaxlokk on the south of the island and serves impeccable seafood cooked with love and intense attention to detail. It's impossible to choose the best thing on the menu here – just let the chef pick the menu. *ionharbour.com*

PHOTOGRAPHY: JUSTIN DE SOUZA; COURTESY OF NALADHU PRIVATE ISLAND

Sea Spa

Naladhu Private Island, Maldives

Where is it? Set before a glittering Maldivian lagoon, Naladhu – meaning "beautiful little island" in the local Dhivehi language – is everything one could wish of a paradisical private island. With just 20 villas strewn among the swaying palm trees, this is one of the most exclusive islands in the Maldives. There are dedicated treatment rooms here, but you can also opt for a quiet massage on the powder-white sands and unwind while the crystalline waves gently lap nearby.
Why the hype? With wellness at its core, treatments here are carefully personalised, starting with the organic massage oil blend itself that you select based on aroma. But treatments stretch far beyond massages; you can receive a complete wellness overhaul from the inside out with personalised menus following a nutritional consultation and even reset your gut microbiome.
What to have Opt for the Naladhu Signature Massage, a 90-minute treatment that stimulates then eases your muscles to relieve tension and achieve stillness. This is a full-body treatment that will allow you to experience a true sense of relaxation and grounding while providing you with the tools to achieve a deep sleep that night.
Best by boat Naladhu is surrounded by vibrant turquoise waters. Drop anchor just outside the lagoon or allow Naladhu's Sunseeker to whisk you directly to the island. *naladhu.com*

Voyage Edit

Luxury retreats with helipads

THANDA ISLAND, TANZANIA

Cast 22 nautical miles off the Tanzanian coast, Thanda Island is encircled by nothing but powder-white sands and the turquoise Indian Ocean, which is home to a large congregation of whale sharks. For those travelling by air, the island's custom Airbus will whisk you directly to the paradisical island from the airport. *thandaisland.com*

THE BRANDO, FRENCH POLYNESIA

Widely considered one of the world's most luxurious resorts, The Brando is set on Tetiaroa, a French Polynesian atoll comprised of a dozen small islands surrounding a lagoon. It may be slightly more complex to access by commercial airline and boat, but you can arrive swiftly by chopper and step out directly onto the immaculate sands in this secluded spot. *thebrando.com*

BURJ AL ARAB JUMEIRAH, DUBAI

Towering 212 metres above the Arabian Gulf, the Burj Al Arab's helipad spectacularly protrudes from the hotel's sail-like structure. The approach alone makes this iconic hotel worth a visit and is the best way to take in Dubai's glittering cityscape. *jumeirah.com*

GLENAPP CASTLE, SCOTLAND

The saw-toothed Scottish coastline is primed for superyacht discovery, with breathtaking hikes, Michelin-starred restaurants and properties that give the world's best hotels a run for their money. The turreted Glenapp Castle is just that. Perched on the Ayrshire coast, it's the perfect spot to live out regal fantasies in true Victorian splendour. *glenappcastle.com*

PHOTOGRAPHY: GLENAPP CASTLE; THANDA ISLAND

By **Georgia Boscawen**

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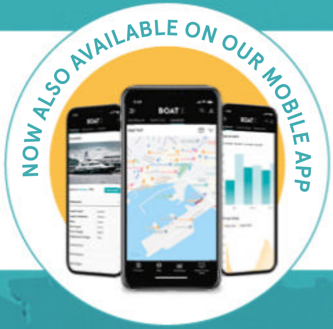

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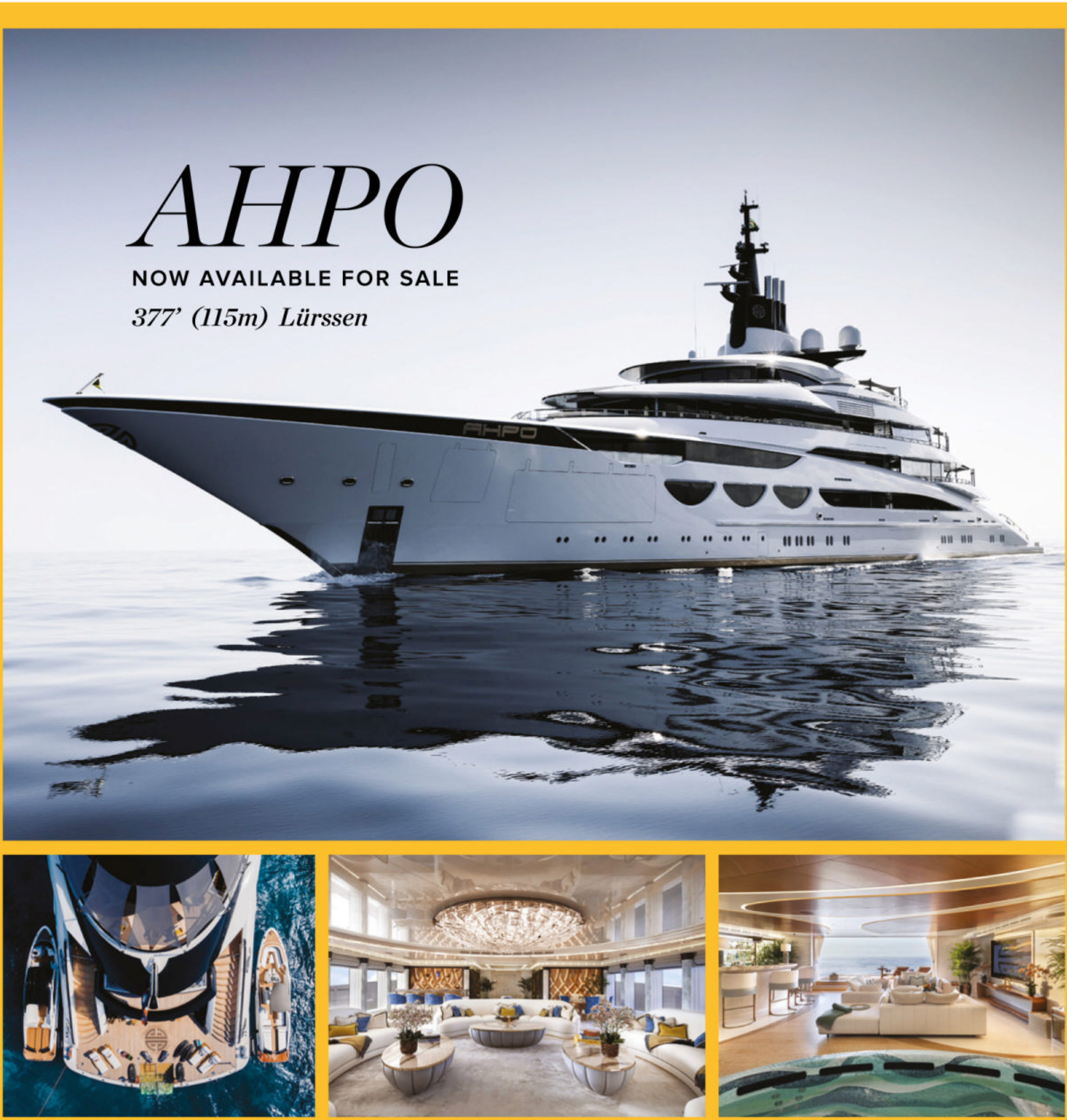

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165'5"/50.42m, TURQUOISE, 2013/2022 | €21,500,000

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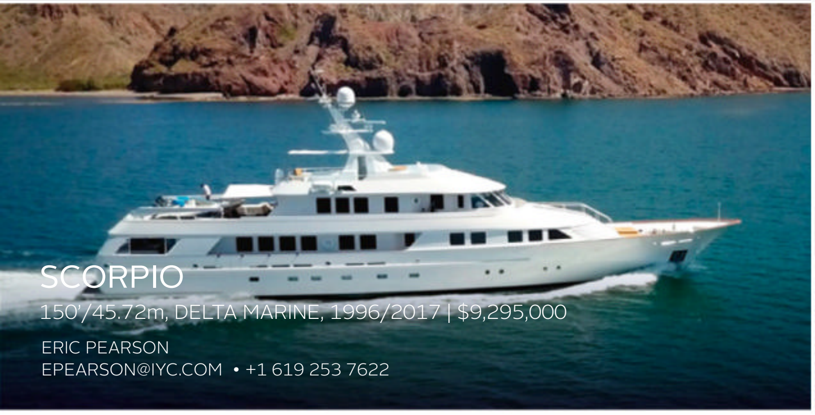

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150'/45.72m, DELTA MARINE, 1996/2017 | $9,295,000

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Her dimensions are simply incredible; overall, she measures a remarkable 64.5 m. Her graceful sheer line and long overhangs accentuate her elegance, while her waterline length of 42 m and narrow beam are a promise of unmatched speeds under sail. Her spars tower some 45 m above the waterline and support a staggering area of 1,750 m^2 of sail, more than two and a half times that of the already awesome J-Class yachts.

Wally 100 *Y3K*

2009. Designed by German Frers as a cruiser-racer with all-round performance, Y3K is a state-of-the-art example of a Wally Yacht, with a powerful sail plan, flush decks, an aft Terrace-on-the-Sea, large volumes, and timeless interiors designed by Christian Liaigre accommodating up to 8 guests.

She has an impressive racing pedigree in the superyacht regattas including three Maxi Yacht Rolex Cup trophies, and comes with a full racing wardrobe and equipment to compete next summer!

Exhibited at the Palma Superyacht Show in April 2023!

CNB 93 *Savarona*

2001. Refit 2021. A performance world lifting keel cruiser designed by naval architect Philippe Cabon & Frank Darnet (interior). Custom built in aluminium by CNB, she has been on a thorough refit schedule since new. Her first in 2006, the second in 2010, a major refit completed in 2015 (worth $ 1.5 M) and a final in 2021, in France. In August 2014, she was hauled in Palm Beach for a hull survey and inspection by Patton Marine, one of the best marine survey companies in the world, and this inspection was repeated in 2021 when surveyed by Bureau Veritas in France. SAVARONA boasts outstanding performances and seaworthy capabilities.

82ft Judel Vrolijk *Ikigaï*

2002. Extensive refit & refurbishment in 2018 at Vitters Shipyard in what was effectively a complete rebuild. The spacious, modern and welcoming interior is fashioned from clear varnished teak. Large master cabin & 2 guest cabins forward. Amidships, you can find a spacious saloon and dining room. Behind the companionway, to port, she boasts a brand-new high-tech navigation station, chart table and crew cabin; and to starboard, a galley and crew mess.

The transom gives access to the garage with the tender. MCA coded for charter.

SW-78 *Elise Whisper*

2001. Refit 2018. Built by Southern Wind with a successful collaboration with Reichel-Pugh and Nauta Design, she has proven her cruising qualities as well as a high level of performance, construction and seamanship. With a capacity for 6 guests & 3 crew, she offers state of the art comfort with a large saloon, a wide master cabin aft, a double guest cabin and a twin, all ensuite, and a separated galley and crew quarters forward. Her interior and deck layouts are an invitation to cruise with family and friends, with style and high sailing sensations. She is a successful charter yacht in the Mediterranean.

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175ft SANSSOUCI STAR

1982. Refit 2019. She is Rina Classed and commercially registered, a yacht of quality German construction with a classic character.

SANSSOUCI STAR is a strong, reliable steel motor yacht and has the capacity for transatlantic crossings. She accommodates up to 12 guests in 7 cabins and a crew of up to 12 in 5 cabins. She is one of the few yachts of her type still available and has great potential for family cruising, charter and/or a refit project.

Mondomarine 120 *Paula III*

1994. Refit 2021 & 22. PAULA III can accommodate up to 12 guests in 5 cabins. This yacht features an interior design imagined by the architect Aldo Cichero. Her initial name was FAUCHON, then BEYOND THE SEA, OCEAN GLASS and now PAULA III. She has a variety of sumptuous living spaces, attractively arranged to create a warm and welcoming atmosphere on board, therefore the perfect luxury yacht to cruise with friends and family or for the charter market. In 2022, she was chartered 52 days, which is exceptional.

93ft Heesen *Heartbeat Of Life*

1989 – Refit 2008. Luxury semi displacement motor yacht which boasts 4 cabins for up to 8 guests, including a wide master suite with a study area, a further double bed cabin, one twin cabin with Pullman and one single bed cabin for a child.

She is also capable of carrying a crew of up to 5. She is equipped with Zeo speed Naiad stabilisers. She is BV classed and Maltese commercially flagged.

80ft Gentleman Yacht *Themara*

1962. Refit 2022. Designed by the naval architects G.L. Watson & Co. and built along traditional lines by Ailsa Shipbuilding, Troon, Scotland. This compact ocean-going yacht has a top speed of 11.0 knots and she boasts a maximum range of 4,000 NM at cruising speed, thanks to her rebuilt twin Gardner diesel engines. She has cruised extensively in all latitudes. She was also a support vessel for the filming of Luc Besson's Atlantis. Her interior has been rebuilt completely using varnished mahogany, in a timeless style, with modern details added for comfort.

97ft Alan Buchanan Ketch *Telstar VI*

1968. Rebuilt 2019. TELSTAR VI is a classically designed, auxiliary ketch with all the character and style of the 1960's, but the luxurious comfort, amenities and advantages of a modern yacht. Her strength and long range will provide endless enjoyment for local and world cruising. TELSTAR VI is carvel built of mahogany and oak. She underwent a substantial €13 Million refit in Malta from 2012 to 2019 where she was completely stripped out, partly replanked, beams and floor replaced with laminated beams, re fastened and sheathed with epoxy. Her all-new equipment also includes carbon spars. The extensive refit enables MCA coding.

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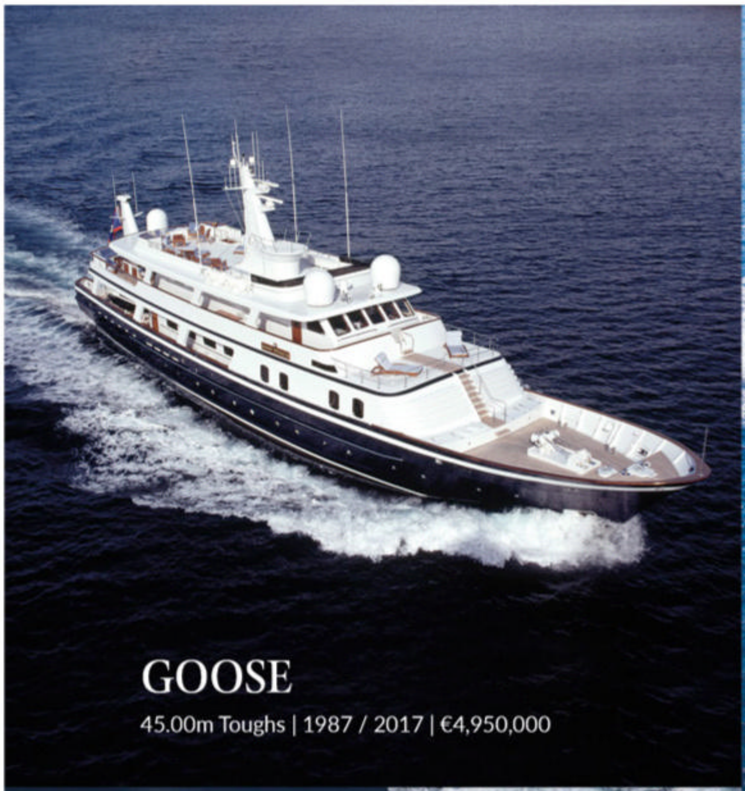
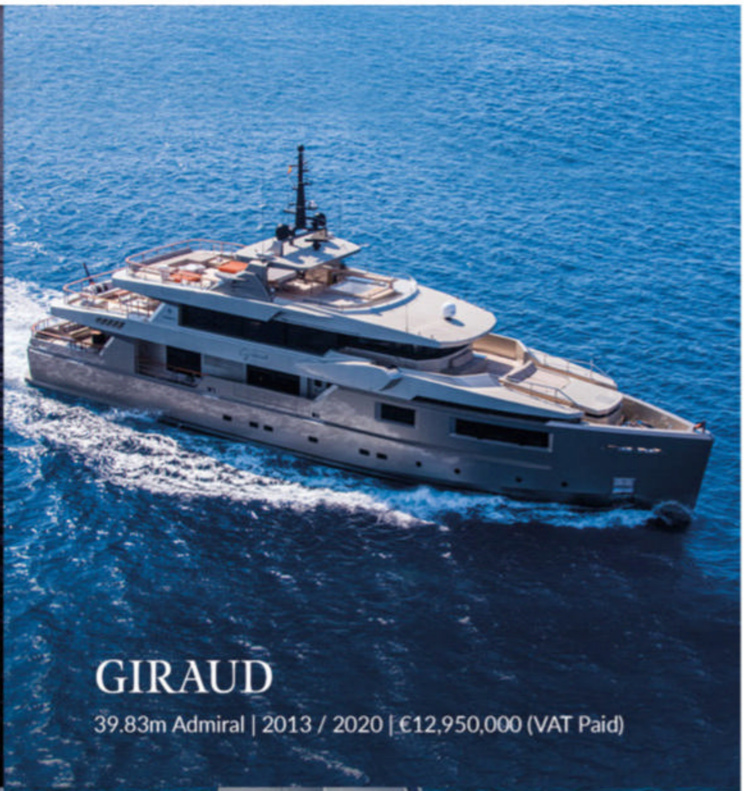


GOOSE

45.00m Toughs | 1987 / 2017 | €4,950,000

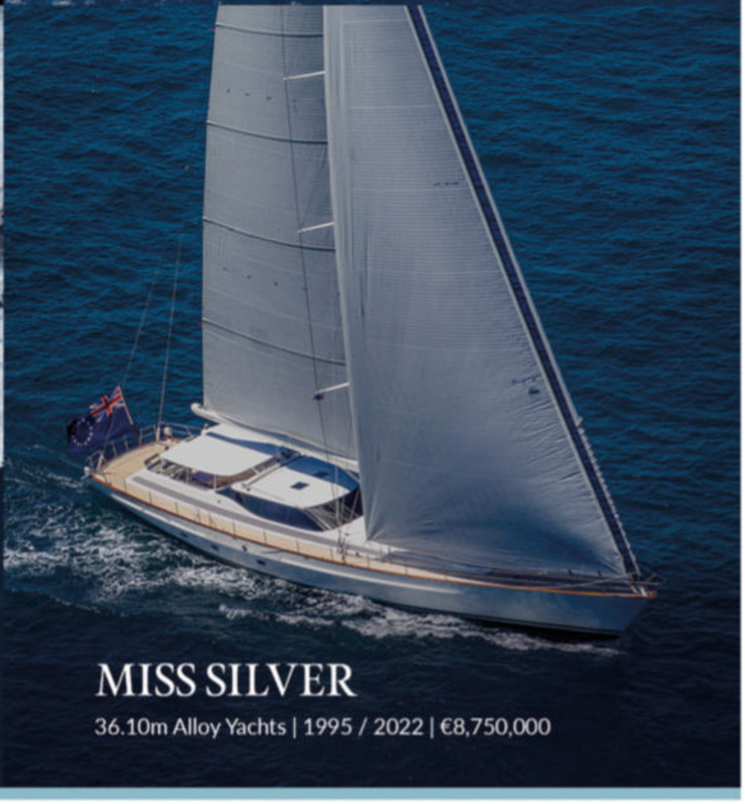


GIRAUD

39.83m Admiral | 2013 / 2020 | €12,950,000 (VAT Paid)

LA MASCARADE

30.00m Feadship | 1997 / 2022 | £3,950,00 (UK VAT Paid)



MISS SILVER

36.10m Alloy Yachts | 1995 / 2022 | €8,750,000

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SALT | 32.30m Sanlorenzo | 2019 | South Of France | €8,200,000 (VAT not paid)
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LA MER | 28m Cek-Lift | 2003 (refit 2021) | Italy | €690,000 (VAT paid)
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COCA VI IS A FINE EXAMPLE OF THE POPULAR LEOPARD 26 FLY SERIES. WELL MAINTAINED AND REFITTED IN 2014, SHE ACCOMMODATES 6 GUESTS IN 3 SPACIOUS CABINS AND FEATURES A JACUZZI ON THE FLY DECK.

COCA VI | 26.80m Cantiere Navale Arno | 2000 | France | €995,000 (VAT paid)
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33M LAURENT GILES

€1,200,000
Mainland Spain

Handsome and distinctive schooner of steel, built in Blighty in 1989. Through the years the needed truckloads of investment have updated structure, systems, and cosmetics – she is charming. With over 250,000 nautical miles service with this owner, she is plug and play and ready for many more oceans.

SCAN TO VIEW

OCEAN 71'

£585,000
Portugal

Unmistakable good looks from Van de Stadt, she is captivating. Built by the legendary SOS in the UK in 1972, she was disembowelled at HYS in 1998 and totally rebuilt for this owner. He has since circuited the planet aboard her and she has proved herself to super capable mile muncher. She also has a very lovely and most unusual interior.

SCAN TO VIEW

SPIRIT 65' DH

£2,250,000
Lymington, UK

Barely unwrapped, she first splashed in 2021. She comes with Ocean Volt twin electric drive, ligne decks, 4T Forte recycled sails and much else to underline her green credentials. Of course, she is also incredibly easy on the eye. Designed to be sailed by a couple and at that she offers epic performance. She also comes with one of the most special interiors that we have ever seen.

SCAN TO VIEW

Dark Horse of England
LONDON

KER 65'

€875,000
Mainland Spain

2014 from Salona Yachts to massively clever designs from Jason Ker. She has vast interior volume, fab cockpit as well as deck layout and of course the Ker moniker means that she is also ferociously quick. With thrusters at both ends, Park Avenue boom and jet RIB tender garage, she is perfect for rapid, relaxed family sailing.

SCAN TO VIEW

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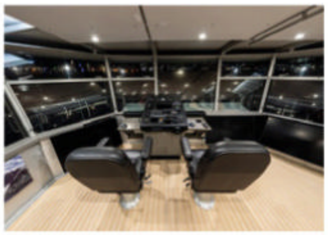
JONGERT 2700M

€2,350,000 + VAT
Palma de Mallorca

Doug Petersen and made flesh by one of the finest shipyards on the planet in 2001. Since splash, she has sailed far, and has been cherished through her life. This owner has provided her with a nautical makeover including rig, sails, paint, systems and cosmetics, it is unlikely she has ever looked better. A proper sailing yacht, her pilothouse, robust tin build and beautiful joinery provide the perfect platform for both high and low latitude cruising, and the Tropics.

SCAN TO VIEW THE FULL GRIFF

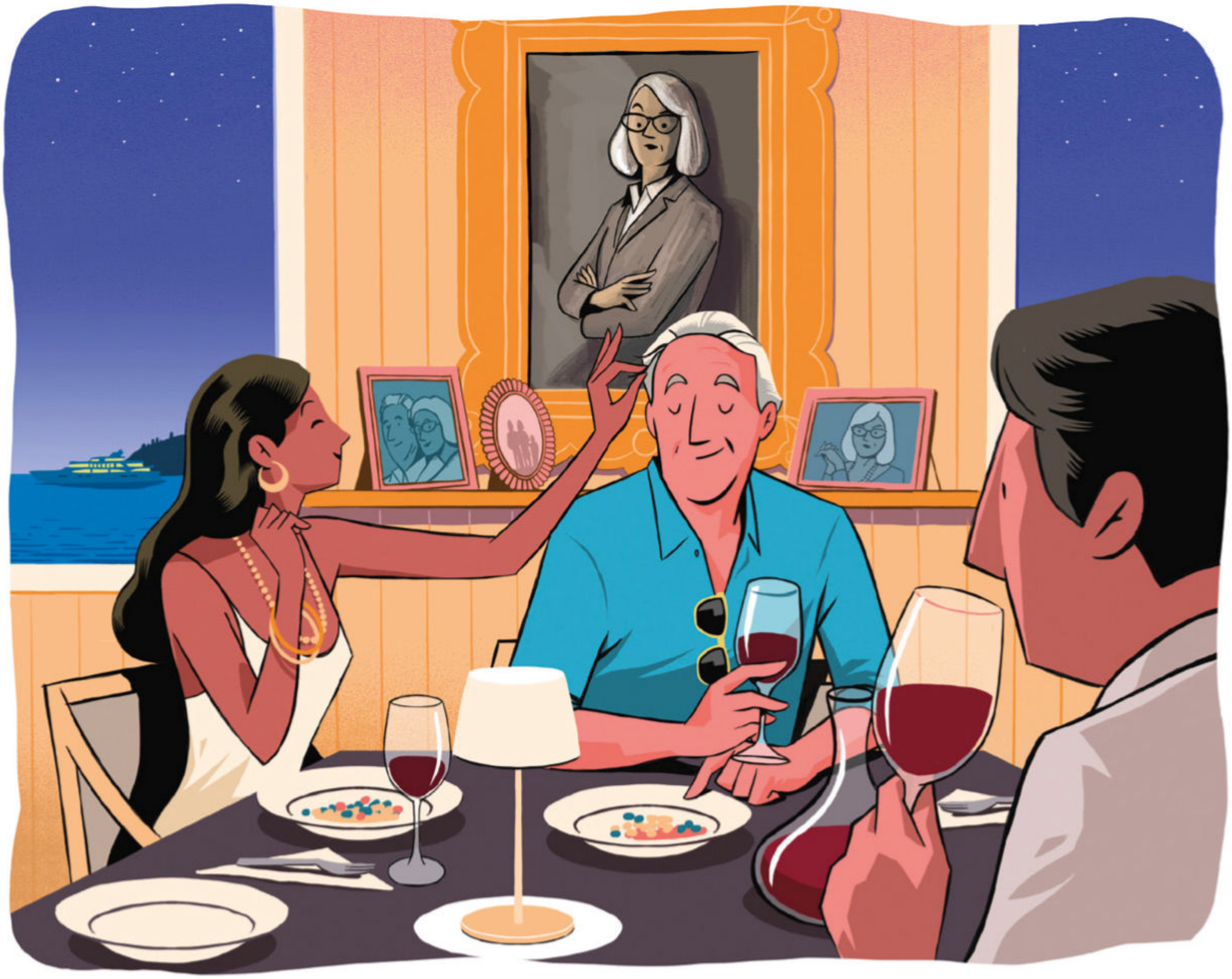


FPB 78'

US $6,500,000 + VAT
Lymington, UK

The last word in blue water explorer yachts from Dashew Offshore, built Down Under for her designers in 2016. Her maiden voyage saw her steam 7,000 nautical miles against prevailing winds and currents at 10 knots from Fiji to the Panama. Now available because of her owners' change of plan after a €1.5m refit at Berthon, you only need your Ray-Bans, a super market shop and you're off.

SCAN TO VIEW THE FULL GRIFF



"He kept raving about his wife while holding hands with his mistress"

Years ago, I had an appointment to tour a yacht that was being managed by a charter broker. The broker called me beforehand to tell me that the owner would be on board but his wife wouldn't be. OK, I said, and just assumed this meant his wife didn't want to feature on the tour. Fair enough.

When I arrived at the boat, the broker repeated that the owner was on board without his wife, and he emphasised the bit about his wife. But when I arrived on the sundeck I saw the owner sitting at the dinner table with a woman, who I quickly understood not to be his wife. In fact, she was young enough to be his daughter, but I felt sure she wasn't that either.

The owner insisted I join them for dinner, and then proceeded to spend the whole time raving about his wife (who was very much absent) in front of his mistress (who this must surely have been). He enjoyed, for example, telling me about his wife's career accomplishments, which he seemed particularly proud of. And he wasn't the least bit self-conscious about doing so in front of this other woman, who he completely ignored except for holding her hand during most of the dinner.

It will go down as one of the most awkward evenings I've ever spent on board a superyacht. And, no, I never did get to meet his wife. ◻

Illustration by Massimiliano Aurelio. Do you have a tale to tell? Send your story to thebitterend@boatinternationalmedia.com

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